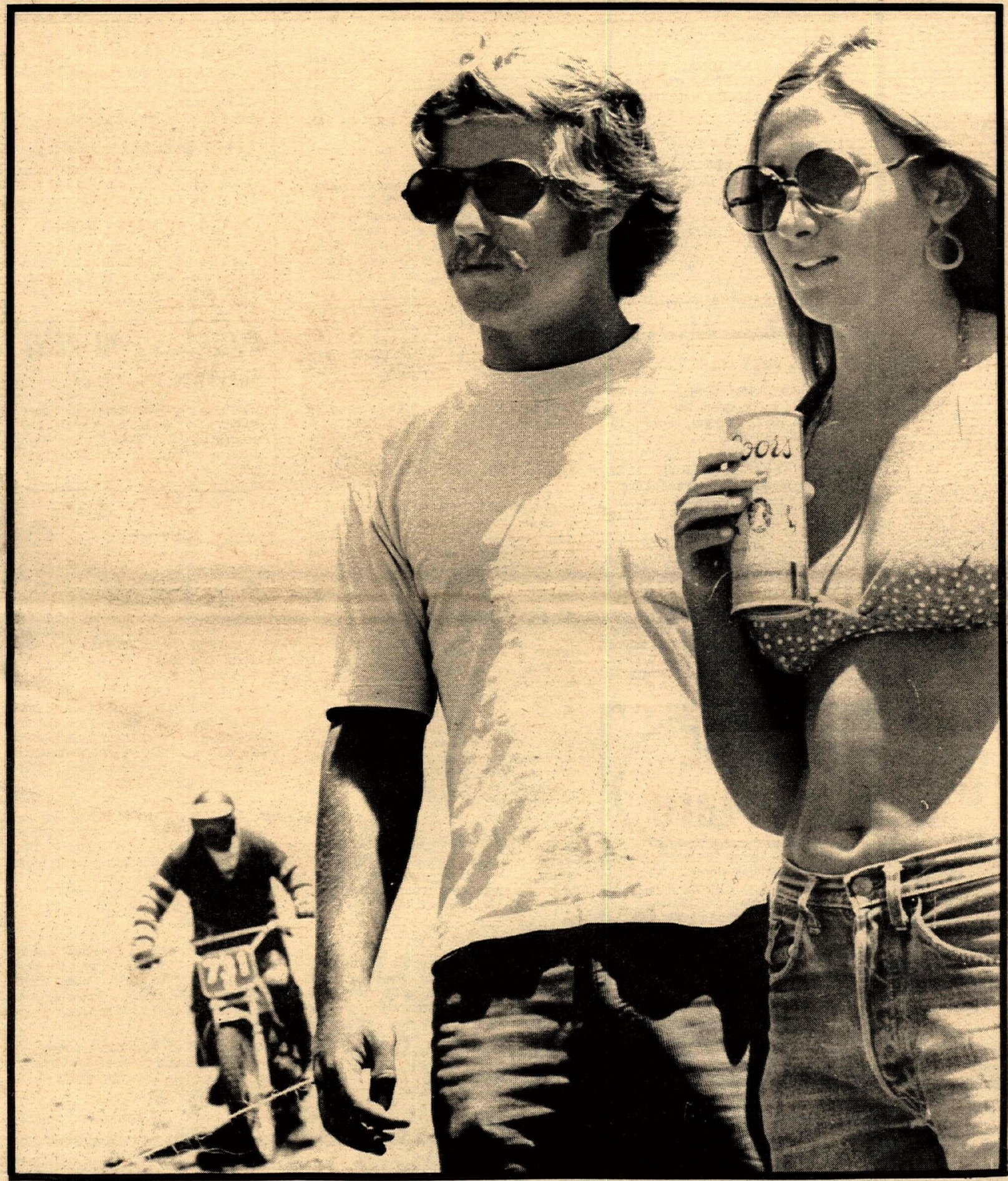
cycle news

VOLUME VII NUMBER 25 | North & Western Edition | July 7, 1970

25¢

MULDER, SEHL TOP NATIONALS

DIRT DIGGERS HOST 600 RIDERS



Cleavage & Coors at Clemente. For complete report on the Dirt Diggers' 3rd annual All States Scrambles Championship, see page 18 and 19. Also, there were two Nationals this week and Cycle News was Johnny-on-the-spot. Coverage starts on page 3. Photo by Tom Culp

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

CALENDAR

WEDNESDAY, JULY 1st

OPEN PRACTICE at Huntington Beach Cycle Park. TT, Class A and Minibikes. 12-7. 7561 Talbert, H.B. Info: 897-4458.

THURSDAY, JULY 2nd

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, JULY 3rd

PRO TT at Oregon Sidewinders Race Track. AMA sanct., 40% purse-8 pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Rockwood and Tanner. Adults $2.95, Juniors $1, under 8 free.

FLAT TRACK by Pathfinders M.C. at Asbury Park Speedway. Mail $3/post $5, mail entry must be stamped before June 28, midnight. Pract. 6 pm, races 8 pm. Info: (503) 926-4092.

AMA PRO TT RACES at Graham Speedway, 9 miles south of Poyallup, Wash. Qualifying at 7:30, races at 8:30 pm. Info: (206) GR 2-2402.

West Coast Nationals

JULY 5
AMA NATIONAL HALF-MILE at San Jose, Calif.

JULY 11
AMA 30 LAP NATIONAL TT at Castle Rock, Wash. (Time trials for Expert and Amateurs on Friday night, July 10th).

JULY 18
AMA 50 LAP NATIONAL TT at Ascot Park, Gardena, Cal.

JULY 26
AMA MILE TRACK NATIONAL at Santa Rosa, Calif.

AUGUST 1
AMA NATIONAL HALF-MILE at Tulare, Calif.

SATURDAY, JULY 4th

AMA PRO SHORT TRACK at Cow Palace in San Francisco. Concrete track. $1200 purse. Warmups at 6:30 pm, races 8:15 pm. Info: (408) 438-3210.

SCRAMBLES by Feather River M.C. Practice and signup 5-7pm, race at 8pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 pm. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

MOTOCROSS, third annual Fire Cracker Grand Prix at Saddleback Park. Top Europeans compete. FIM sanct., $2000 purse. All competition cards accepted. Practice at 9am, race at noon. Entry $10 International, $7.50 Nat'l Sportsman. Info: (714) 460-1281.

MOVIES by Invader Vickie at Desert Racing Event if any club picks up meet dropped by Desert Foxes M.C. 4200 ft. of various Dist. 37 desert racing will be shown at Invaders M.C. pits on Sat. night after race.

MOTOCROSS by CMC North at Champion Speedway, Brisbane, Cal. $600 to Sr., 4 ft. trophies to Jrs. Gates open at 8am, pract. at 9am, 1st race at 11am. CMC membership required. Admission $2.50. $10 post/$5 mail: 3143 Sheffield Place, Concord, Cal. 94520. Info: (415) 682-3543.

EUROPEAN SCRAMBLES by Antelope Ramblers M.C. at Hi-Vista. Limed from Hi-Vista Store. Two courses, one for Am/Ex and one for Novice. Races start at 9am. Info: (213) 764-3125.

HALF-MILE by Badger Racing Assn. at Freeport, Ill. Info: (612) 474-5758.

SAT. & SUN., JULY 4th–5th

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria (Calif.) Speedway, one mile N. of Santa Maria on Hwy 101. AMA Dist. 35 points, double points if ride both days. First race at noon, all classes, 3 number plates req. Camping at speedway, entertainment Sat. night. Info: (805) RE 4-5803.

LIGHTWEIGHT NATIONAL CHAMPIONSHIP at Aurora Speedway. 100, 125 and 200 class $250 purse, 250 class $500 purse. No license required. $7.50 mail/$12.50 post entry. May ride two classes if separate bike and entry. 1/4 mile track. Mini bike race July 4th. Aurora Speedway, P.O. Box 2992, Portland, Oregon 97208. Info: (503) 644-2572 or 656-2343.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. 15 mi. East of Lancaster on Ave. J. 40% trophies. 3-9 mi. loops. Contingencies from Bardahl, Mc Hal, Fast. 10 am start. Info: 324-4747.

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria (Calif.) Speedway, one mile N. of Santa Maria on Hwy 101. AMA Dist. 35 pts. Double track pts. if ride both days. First race at noon, all classes, 3 number plates req. Camping at speedway, entertainment Sat. night. P.O. Box 883, Lompoc, Calif. 93436. Info: (805) RE 4-5803.

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY WEDNESDAY NIGHT

FLAT TRACK & TT RACING, at Orange Co. Raceway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Rack Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.).

COURSES FOR RENT

ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

SUNDAY, JULY 5th

MOTOCROSS at White Rock Motorcycle Park near Sacramento. Second race in the Viking series, featuring Europeans top riders. FIM Sanct., all pro competition cards accepted. $1500 purse. Entry $10 International, $7.50 Nat'l Sportsman. General admission $4. Races start at noon. Info: (714) 460-1281.

HALF MILE NATIONAL CHAMPIONSHIP at San Jose County Fairgrounds. AMA sanct. Pract. 10am, qual. noon, races 2:15pm. Tully Rd., between Nimitz Fwy and Monterey Hwy, South of San Jose. Info: (408) 438-3210.

HALF-MILE FLAT TRACK at San Jose County Fairgrounds on Tully Road, between Nimitz Fwy and Monterey Hwy, South of San Jose. All the big name riders. Practice at 10 am, qualifying at 12, races at 2:15 pm. Box seats $5, Grandstand $4.50, child under 12 $1.50. Info: (408) 295-5030.

CMC MOTOCROSS at Perris Raceway. Club membership required. $5 mail entry to Box 1402, Costa Mesa, Calif. 92626, post entry $10. 3 # plates, gates open 7:30 am, race at 10 am.

MOTOCROSS at Deadman's point. spring series. All classes, practice at 8 am, races begin at 10 am. Entry fee $1, prize money to Srs.

(Continued on page 26)

HAPPINESS WILL BE
JULY 5th at Bay Mare

I.R.E. jackets to class and division winners
I.R.E. T-shirts to all entrants
50% trophies to all classes
100% trophies to Powder Puff

Featuring: Regular Moto-X Schedule

125 – 250 – 500 50% trophies and Bay Mare T-shirts to all entrants

JULY 5

I.R.E. jackets to all class and division winners
1. Powder Puff: 100% trophies and T-shirts to all entrants
2. Old Timers: 50% trophies and T-shirts to all entrants
3. Dinosaur: 4 stroke class; 50% trophies and T-shirts to all entrants
4. 100cc Jr. Only: 50% trophies and T-shirts to all entrants
5. Mini-Bike Motocross: trophies to first 3 places and T-shirts to all entrants

Don't Miss the I.R.E. Holiday Fun Thing

Open Practice for all classes:
Sat. July 4th 9:00 AM – 2:00 PM
(for entrants only)

(Mini-Bike Entry $1.00)

Mail Entry: $3.00
HOLIDAY THING
6605 Desoto St.
Canoga Park, Calif.
(213) 348-3349

Post Entry: $5.00

Sign Up: 7–9 AM
First Race: 9:00 AM sharp

Another First For CMC Thursday NIGHTS
MOTOCROSS
Every Thursday
Pit gate open 4:30 pm
Pit gates and entries close 6:00 pm
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates
ASCOT PARK
183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

★★★★★★★★★★★★★★★★

FAST EDDIE IN CHICAGO

By Ed Youngblood

HINSDALE, ILL. June 26, 1970 – With fast time and a Championship win, TT specialist Eddie Mulder made his trip to the East worthwhile. However, it appeared to be Mark Brelsford's evening, and had not more ill luck plagued the Harley Davidson XR, Mulder's win would not have come so easily.

Eddie picked up fifty dollars for turning the fastest qualification lap of the evening, but during the first Expert heat, Mark trailed him doggedly for the full ten laps, setting him up for a last-lap defeat. Brelsford passed Mulder so easily on the final turns before the jump it appeared that he could have done it at any time, and that he was merely tormenting his Triumph-mounted opponent.

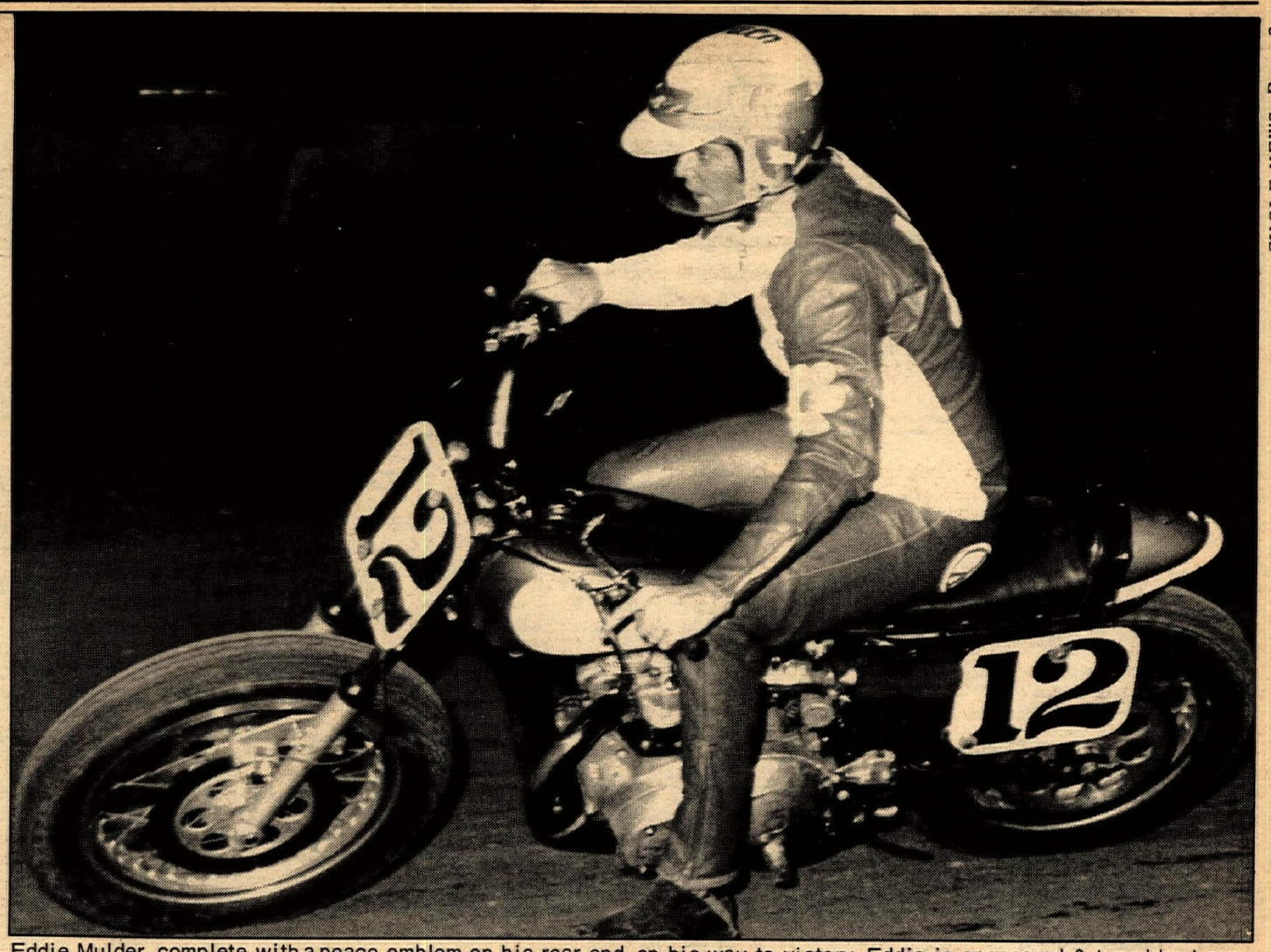
Skip Van Leeuwen got the final transferring position in this fastest Expert heat.

Jim Rice ran away with the second Expert heat with Gene Romero and Bart Markel following at a distance. Gene had problems maintaining traction all evening, falling several times. Bart's ride was inspired and his XR was strong. After a mediocre start, he cut through the field and was hounding Romero before the flag fell.

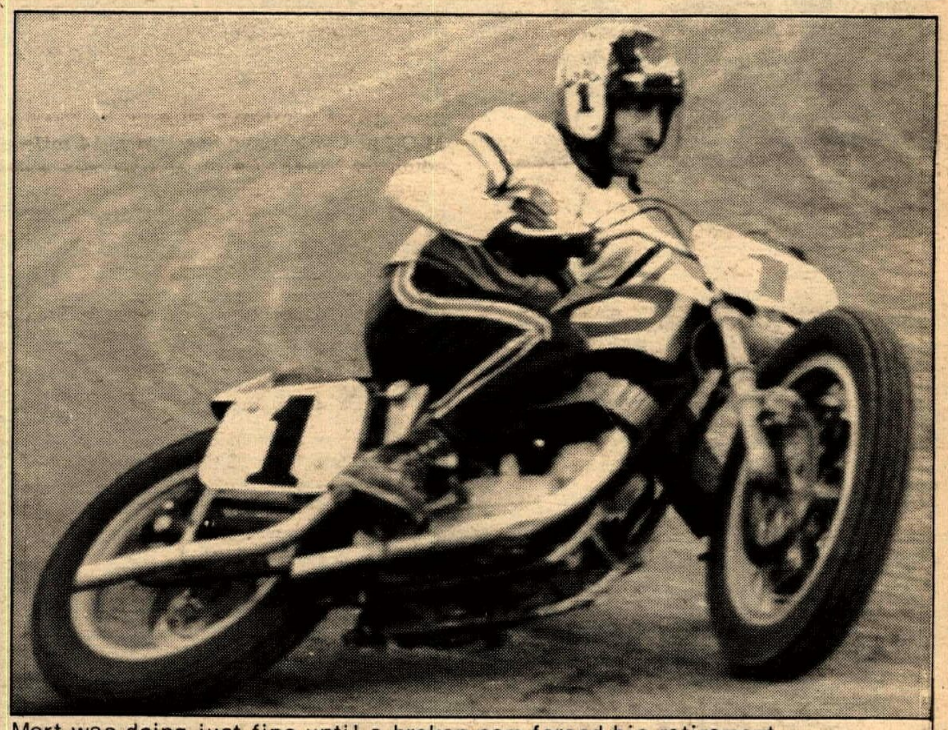
Mert Lawwill was riding a KR, saving his fresh XR for Columbus, and in the early laps he rolled to a stop. A broken cam finished his chances for Santa Fe gold.

National points leader Dick Mann won the third heat, followed by Dave Sehl and Dusty Coppage. Coppage led early in the

(Continued on page 5)



Eddie Mulder, complete with a peace emblem on his rear end, on his way to victory. Eddie is sponsored & tuned by Love Bros.



Mert was doing just fine until a broken cam forced his retirement.

Ed Hermann receives the trophy for his Amateur win.

Tod Sloan, a favorite in the Amateur race, was DNF due to mechanical problems in his heat.

cycle news

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BURNED 'EM OUT

Presently serving in Viet Nam, your great rag gets here about 2 months after publication, and therefore this very late request for information on where one goes to purchase a side hack. I've completely burned my eyes out reading old issues, and your staff is my last hop on where to purchase one. I'd like information on the one in April's issue entitled "Know About Bikes? Try a Hack."

SGT. R.R. MAC EWEN
556 82 6193
HHC, 519th SPT BN
APO, S.F.C. 96307

The hack that we rode belonged to the Wasp distributor who is: Kelvin Franks, 770 Newton Place, Costa Mesa, Cal. You might also contact the Side Hack Assn. through Gary Weber, 6519 Quinton Lane, Tujunga, Cal. 91042...Ed.

PISMO DUNES IN DANGER

Please HELP us awaken the users of off-road vehicles to the fact that we have a good chance of losing the Pismo Dunes and other areas because of not staying on trails and out of brush areas.

W are having a hard time keeping users out of the brush areas. All of the dune area that is being used here belongs to private parties, and with the ever increasing use the brush areas are starting to show the wear and tear.

Most club members respect the wishes of the land owners and are keeping out of brush areas, but a great number of users that are not club members seem to have no respect for the property owners.

We would all like the continued use of these dunes, and this is why we are writing to you. Many of these people re readers of your publication, and I know you can HELP them to realize that their heedless actions are closing the dunes and other areas to everyone's use.

PARNELL TILLEY
President, Santa Maria 4 Wheeler
Santa Maria, Calif.

voices

INFORMATION

Anyone interested in obtaining Volume 1, Number 1 (Jan. 1970) of the U.S. Dept. of Transportation (Nat'l. Highway Safety Bureau's) Consumer information series, entitled "PERFORMANCE DATA FOR NEW PASSENGER CARS AND MOTORCYCLES" need only say so in a note accompanying a check or money order of $2.25 made out to and sent to: Supt. of Documents, U.S. Govt. Printing Office, Washington, D.C. 20402.

Most cars and bikes are covered, although I must admit my own Norton was omitted. (Too fast?). Anyway, forty-four bikes from eight major companies are listed. Text and diagrams explain all that is meant by the comparisons.

Acceleration and Passing, Tire Reserve Load, and Stopping Distance facts are listed; acceleration from low speed (20-35 mph) and also "high speed" (50-80 mph), and stopping under both light and heavy loads.

Readers may also wish a copy of "Accident Facts", the Nat'l Safety Council's booklet mentioned in our April 21st issue in E.W. Colman's Guest Editorial, "How the Motorcycle Industry Council Promotes Safety". Please tell us where to send for it, and its cost.

Also please tell me how I can get a letter to Bruce Brown, film-maker written up in that same issue by Bob Sanford. Thanks again for continuing to keep the disaffiliated pavement pounder informed (among many others...).

ERNIE KRUMM
Kerman, Calif.

Brown can be contacted at P.O. Box 714, Dana Point, Calif. 92629, and the pamphlet you mentioned can be obtained by sending $2.40 to the Statistics Division of the National Safety Countil, 425 N. Michigan Ave., Chicago, Ill. 60611...Ed.

THANKS RED DOTS

I want to thank all the nice people at Check Five in the Red Dot's Hare Scrambles May 10. When I came in to that check all you could see on my face was blood. They cleaned my cuts up and drove me back to the pit area. Thanks again to the Red Dot's Check Five.

BILL BECKER
Ridgecrest, Calif.

M.I.C. PROGRESSES

Exciting things are happening at MIC! I've just returned from Washington, D.C., where our inaugural Board meeting was conducted in the MIC's new offices at 1001 Connecticut Avenue, Suite 1132, Zip 20036.

In addition to the MIC Executive Director, Paul McCrillis, and the normal office staff, we have also employed Ray Lucia, who will aid the MIC in their dealings on a Federal level. Ray is an Air Force Colonel who knows his way around Washington, having just retired from a position at the Pentagon.

Although we have numerous projects in the mixer, I thought you would be particularly interested in our plans in the area of Public Service. Advertising agencies for the major vehicle manufacturers are contributing scripts for radio public service safety messages, story boards for TV safety messages, and layouts for use in a national billboard campaign. The entire program is being developed in close coordination with the National Highway Safety Bureau. Radio and TV stations, as well as outdoor advertising companies, will be donating time and space to further the promotion of motorcycle safety.

The MIC is "Dedicated to the Advancement of Motorcycling" and now represents over 90% of the Industry. We are grateful for the continued support from Cycle News and look forward to the day when the Motorcycle Industry Council's roster includes 100% of this great Industry.

E. W. COLMAN
President, MIC

GOOD SAMARITAN HELPS

This is a note of very grateful thanks to a most generous member of the Checkers MC on a CZ for helping me out in 112 degree heat at the 100's MC Hare Scrambles at Barstow, June 21. He siphoned a portion of his gas out of his tank into mine when I ran out about two-three miles from the pits on the first loop. I hope others reading this will change their opinion of the Checkers as I have. Many thanks, again.

ED WRIGHT
Northridge, Calif.

Steffan Winner

PASADENA, CALIF. – Bob Steffan, timekeeper for the eight man Harley-Davidson Enduro riding team, was declared overall winner of the Greenhorn Enduro, held May 30-31 at Pearblossom, Calif.

Official tally showed Steffan tied with Triumph mounted Gene Burcham with 980 points. But the 13 year Greenhorn veteran had the best time at the tie breaking check and, therefore, was awarded the win.

Always a bridesmaid, never a bride, Steffan tells free lance writer, Ron Schnieders about himself and the 'Horn in an exclusive Cycle News interview on page 29.

For complete Greenhorn results, see page 22.

Land Meeting

ANAHEIM, CALIF. June 26, 1970 – Nearly 600 bike enthusiasts heard representatives from various government agencies and motorcycling organizations present their views at a meeting tonight at the Melodyland theater.

Representatives from the Bureau of Land Management and California Department of Parks and Recreation told the group of the problems in working with motorcycle interests. Basic to many of the problems, the two agencies seemed to agree, was a lack of knowledge as to what motorcyclists wanted and needed. Both also expressed a desire to work more closely with representatives of organized motorcycling in the future.

Tom Cosgrove, co-owner of Pacific Honda and organizer of the meeting, opened the conclave citing a newspaper article in the Anaheim Bulletin that he said had almost caused the meeting to be cancelled. Cosgrove said that the Board of Directoes of Melodyland – a religious organization – had called him and cancelled the event after reading the article. He added that a lack of communication had given the Board a misunderstanding as to the purpose of the meeting and the type of people that would attend.

Later, Cosgrove rather cynically remarked that, "Everybody (government officials in attendance) is our friend. Nobody's closing any land, but for some strange reason the riding areas keep getting smaller and smaller."

The meeting organizer said that he felt that a major reason for many of the problems facing bike riders today was lack of organization. He proposed a new group called California Council of Motorcycles that would attack the problems at different levels, through, according to Cosgrove, "education, communication and legislation." He said that the organization should primarily be supported by dealer funds, although individual riders were invited to join as associate members.

New Maicos

SAN CLEMENTE, CALIF. June 28, 1970 – Two new models of Maico were introduced this weekend by Maico Distributor Frank Cooper and the response was strong, especially after one of the models easily won the Open class.

Lars Larson, riding the new 501cc, could easily be distinguished above the roar of the big twin four-strokes in the rest of the field since the new Maico is a two stroke engine. Cooper, seeing how Larson won handily, was so impressed that he promises more are on the way.

The second model, a small 125cc, wasn't tested in the rigors of a race, but it still had a great deal of attention from nearly every known rider at the course. The machine is still undergoing extensive testing and will soon be sent back to the builders for even more improvements. The six-speed gearbox is coupled to a rotary valve 125cc two-stroke engine.

Another new model seen occasionally in motocross events in this area since last October is the 125cc CZ. The prototype designed by Joel Robert has had two engine revisions since its appearance and the new production unit is due to arrive early this month. The frame and running gear, however, is only slightly changed.

Trials Announcments

PLACENTIA, CALIF. – Wes Colley, embattled president of Motorcycle International Committee United States, has announced that selection of the American International 6-Days Trial Team will be done at a meeting July 6 in Norwalk, Calif.

Riders interested in representing the U.S. in the world's biggest trials, scehduled for Sept. 5 through 11 in Spain, are urged to attend the 8 p.m. meeting at the Saddleback Inn, located along the Santa Ana Freeway at the Rosecrans off-ramp.

Riders interested in being on the U.S. team should send their names and qualifications to MICUS, Box 273, Placentia, Calif. 92670 (Telephone 714/528-4290) immediately.

Out for Good

HEIDELBERG, PA. June 24, 1970 – The AMA will not reschedule the National Mini Road which was rained out here last Sunday, it was reported today by an official in the organization.

According to the source, there are no convenient dates available between now and the end of the National season.

Additionally, the Heidelberg race has long been a sore point among rider and officials. The race is not, in fact a Road Race and many riders choose not to ride it. According to the source, the AMA has been considering dropping it from the National calendar for some time.

More Restrictions

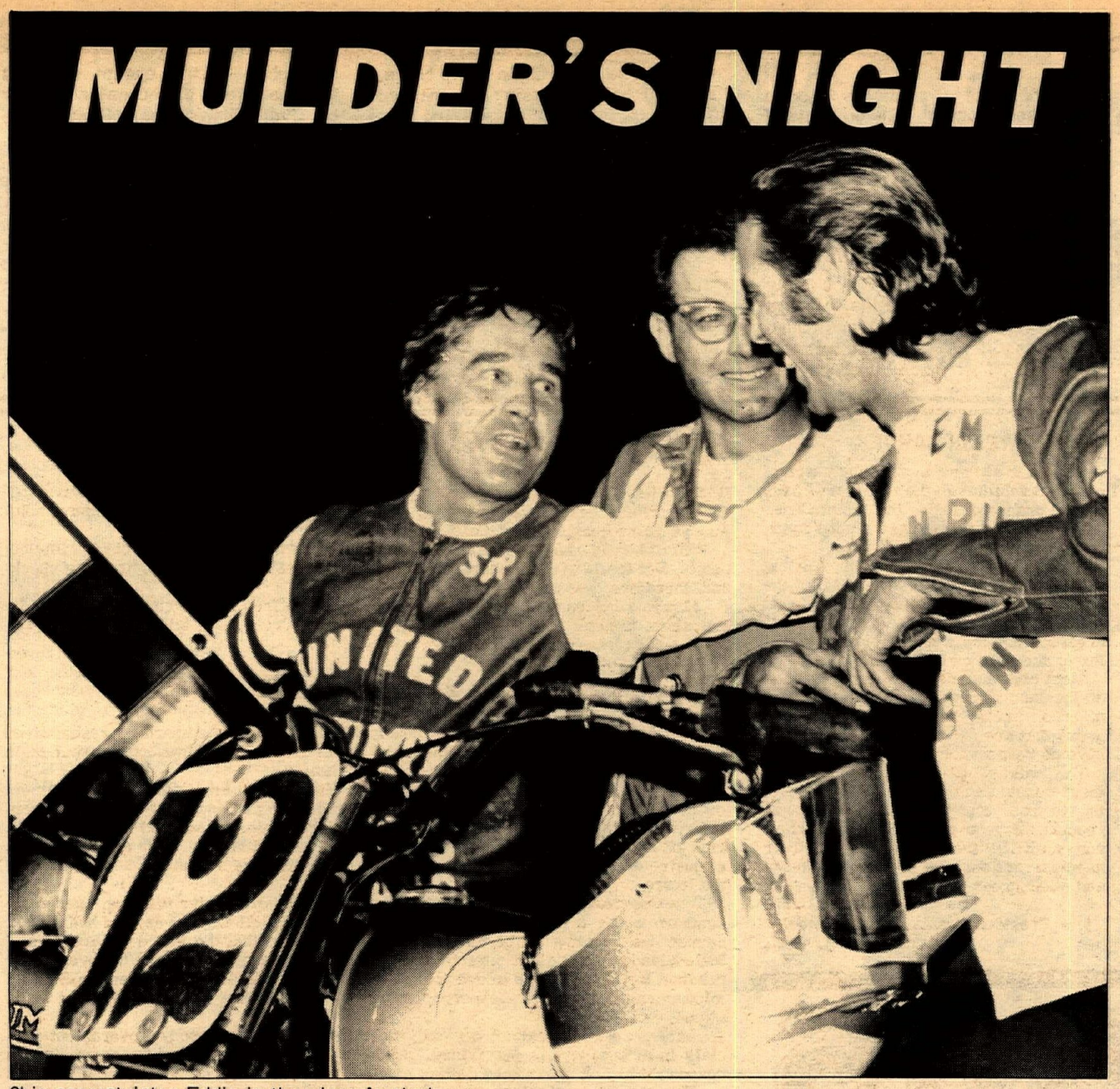
HUNTINGTON BEACH, CALIF. June 22, 1970 – An "emergency" ordinance was unanimously passed today by the city council to restrict the use of motorcycles, sports cycles and mini bikes on certain properties located within the city's boundaries.

The measure was passed because, the ordinance stated, the mentioned vehicles cause "excessive dust, fumes, noise, erosion and fire damage and constitutes a nuisance to the residents of Huntington Beach."

The purpose, also according to the ordinance, was to regulate the use of licensed

(Continued on page 31)

MULDER'S NIGHT



Skip congratulates Eddie in the winner's circle.

(Continued from Page 3)

race, but fell in the series of tight turns.

As with many Nationals, the Expert Consolation was one of the exciters of the evening with National Numbers gunning for their last chance at the money. The over-eager crowd dived into the first turn and stacked up. Dave Aldana, though clear of the action, slipped off the turn and fell. With the restart he took advantage of his second chance and ran in the lead from wire to wire. Don Castro, riding wildly to make up for shifting problems, finished second. Chuck Palmgren got third, setting himself up as last man in the final.

In the Championship, Mark Brelsford blasted into the lead with the same horse power and smooth style he had shown in his heat. Mulder and Aldana trailed distantly, Van Leeuwen moved in on Aldana and passed him, Markel was running strong in fifth, and surprisingly, heat winner Jim Rice was running dead last.

Then Markel fell, obviously hurting. Romero fell but was back immediately while Markel sat by the wall, watching the show.

Suddenly, Brelsford disappeared from the lead. His XR had begun firing on one, then quit. Mark sat by his bike, obviously saddened by his misfortune with a race heseemingly had in his pocket.

By the half way point Markel was feeling better and re-entered the race, attempting to collect a few points and dollars. Mulder and Van Leeuwen were running tail to nose in the lead. Chuck Palmgren had battled into third, and was followed by Castro, Rice, Coppage, Mann, Sehl, Romero, and Markel. Eventaully Rice got by Castro.

On the final lap Van Leeuwen made a final effort, but Mulder held him in check and they finished as they had run the 25 laps, with Van Leeuwen close to Mulder's rear wheel.

Expected Amateur winner Todd Sloan failed to come through when he fell in his heat, losing his transfer to the final, Winner Ed Hermann's only competition was Bob Robinson, and he was no real threat, spotting Hermann's Triumph over 300cc's with his Bultaco. Hermann rides under the apt guidance of TT specialist Sonny Burres.

(Results on page 22)

FE PLUS MEETS THE PRESS

TIME: 10:00 A.M. – Monday, June 29th, 1970
PLACE: Irwindale Raceway
RACE: 1st Yamaha Wide Open
ATTENDING: Representatives of the leading motorcycle publications

On this morning in motorcycle history, Yamaha International conducted the first public demonstration ever held to prove the power of FE PLUS Fuel Additive, FE PLUS 2-Cycle Racing Oil and FE PLUS 4-Cycle Racing Oil in motorcycles.
Editors and writers from the leading motorcycle magazines and newspapers gathered at the drag strip as a group of Yamahas went through the lights at Irwindale.
The first rounds of testing were run without any additives in the fuel or oil. On the second rounds the same Yamahas raced through the controlled traps with the benefit of FE PLUS Fuel Additive and Racing Oils. All runs were done on Chrondeck Timing Instrumentation.

TEST ON GASOLINE ONLY

	Model	cc	elapse time	mph	standing ¼ mile
1st run		650	16.339	97.68	
2nd run		"	14.0704	91.55	
3rd run		"	14.617	92.30	
4th run		"	14.555	92.49	
5th run		"	14.269	92.49	
6th run		"	14.448	92.68	
			Avg. 14.519		

TEST ON FE PLUS FUEL & OIL ADDITIVE

	Model	cc	elapse time	mph	standing ¼ mile
1st run		650	14.698	92.11	
2nd run		"	14.067	93.16	
3rd run		"	14.399	93.94	
4th run		"	14.239	94.33	
5th run		"	14.317	94.43	
6th run		"	13.970	94.35	
			Avg. 14.303		

FE PLUS. The nicest thing about it...it works in any bike. FE PLUS. Sold exclusively by your local Yamaha dealer. A product of Sco/Mar Enterprises, Inc., Encino, California 91316.

YAMAHA
IT'S A BETTER MACHINE

FE PLUS

SEHL BAGS SECOND

An unofficial Charity Newsie riders' meeting.

COLUMBUS, OHIO, June 28, 1970 – For the second time this month, Canadian Dave Sehl put it all together for an AMA National victory, winning the annual Charity Newsies 20 lap, one-half mile Expert feature here Sunday afternoon.

Sehl's Harley Davidson literally ran away from the star studded field, including Ronnie Rall (BSA) in second, Larry Palmgren (Tri) in third, Mark Brelsford (H-D) in fourth, and a very disappointed Mert Lawwill spectating the end of the race, as, for the second National in one week, he ended up DNF because of mechanical problems.

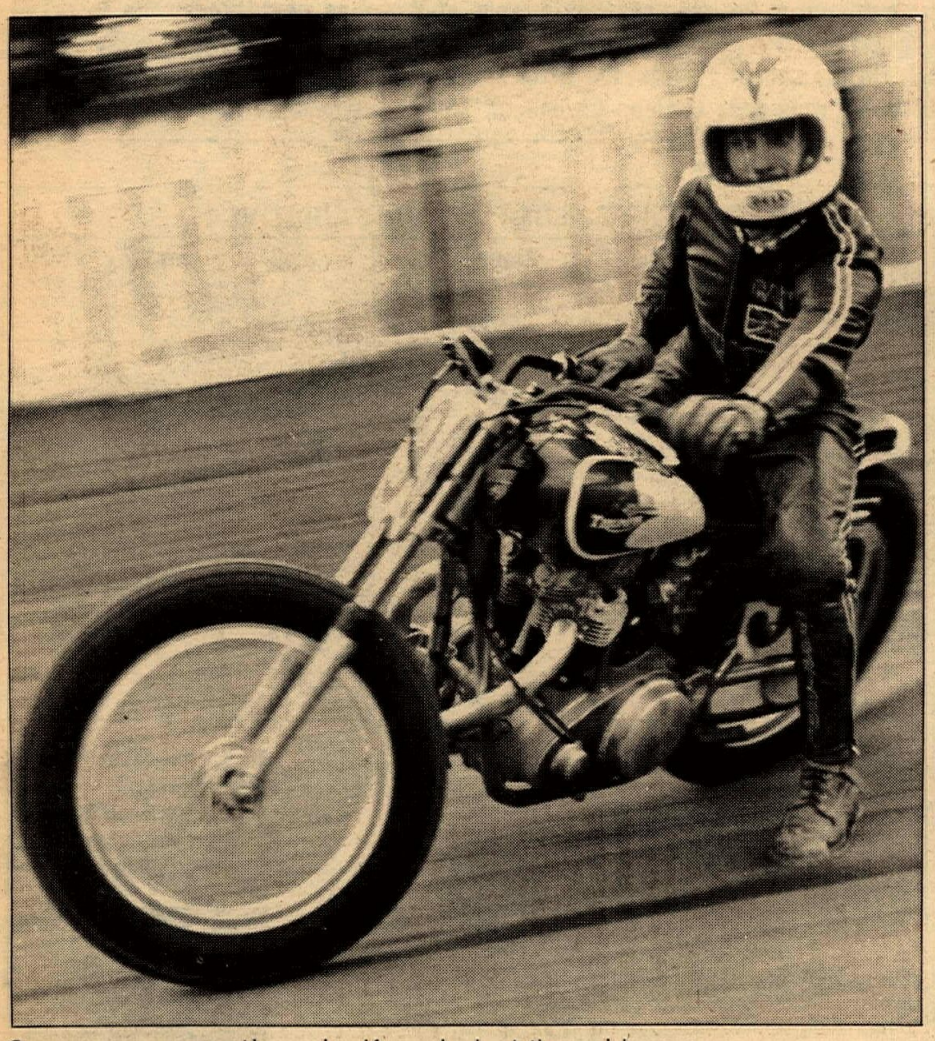
Major contenders in the first heat race were Lawwill, Rall, Bart Markel, and Larry Darr. Dave Aldana was looking very out of tune, and Gary Nixon wasn't getting around successfully either. Lawwill, Rall, and Darr blasted away at the drop of the flag and held their positions to the halfway point. Then Markel moved by Darr on lap six and took Rall the next time around. Bart obviously meant business, running his new motor in his old rigid frame.

On they continued, with Mert in a secure lead. Then suddenly, coming out of the final turn, the Grand National Champion dropped onto the tank, attempting to knock down as little wind as possible. His motor was dead, and he coasted across behind transferring riders Markel, Rall, and Darr.

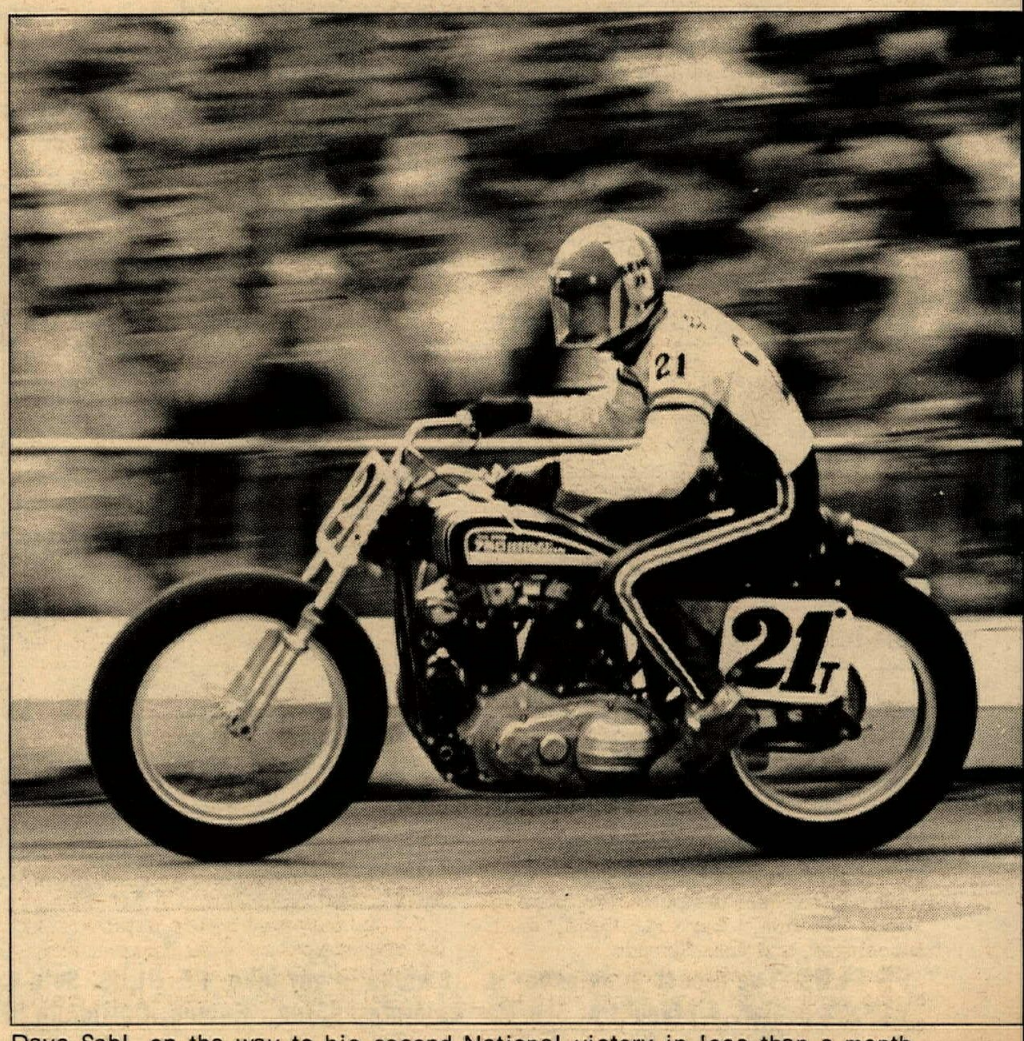
The second heat featured Larry Palmgren and Sehl, doing battle far ahead of third finisher Keith Mashburn. Larry controlled the race through the first four laps, but Dave moved ahead on lap five and began stretching his lead. On laps six and seven, however, he began to flounder in the turns, losing the grip he had found earlier. Palmgren moved by on lap eight and held his narros advantage to the end.

Gene Romero dominated the third Expert heat from start to finish. Behind him in a tight knot of riders were Jim Rice, Frank Gillespie, and Mark Brelsford. Brelsford gained control of the situation by beginning the long, fast, graceful, sliding arcs through the turns that he does so well. Following Romero and Brelsford to the last transferring position was Jim Rice.

The first Amateur heat was won by Harley-mounted Rex Beauchamp, setting a scalding pace that bettered Markel's

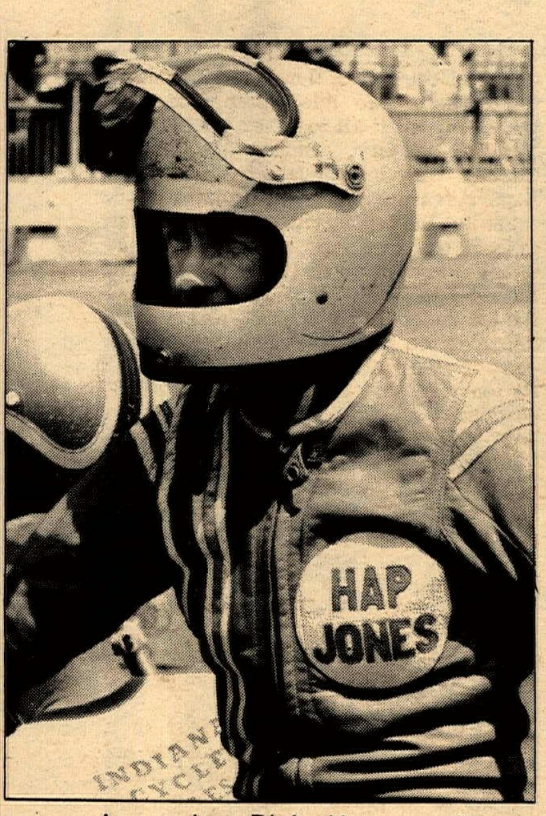


Corners are apparently easier if you look at them sideways.

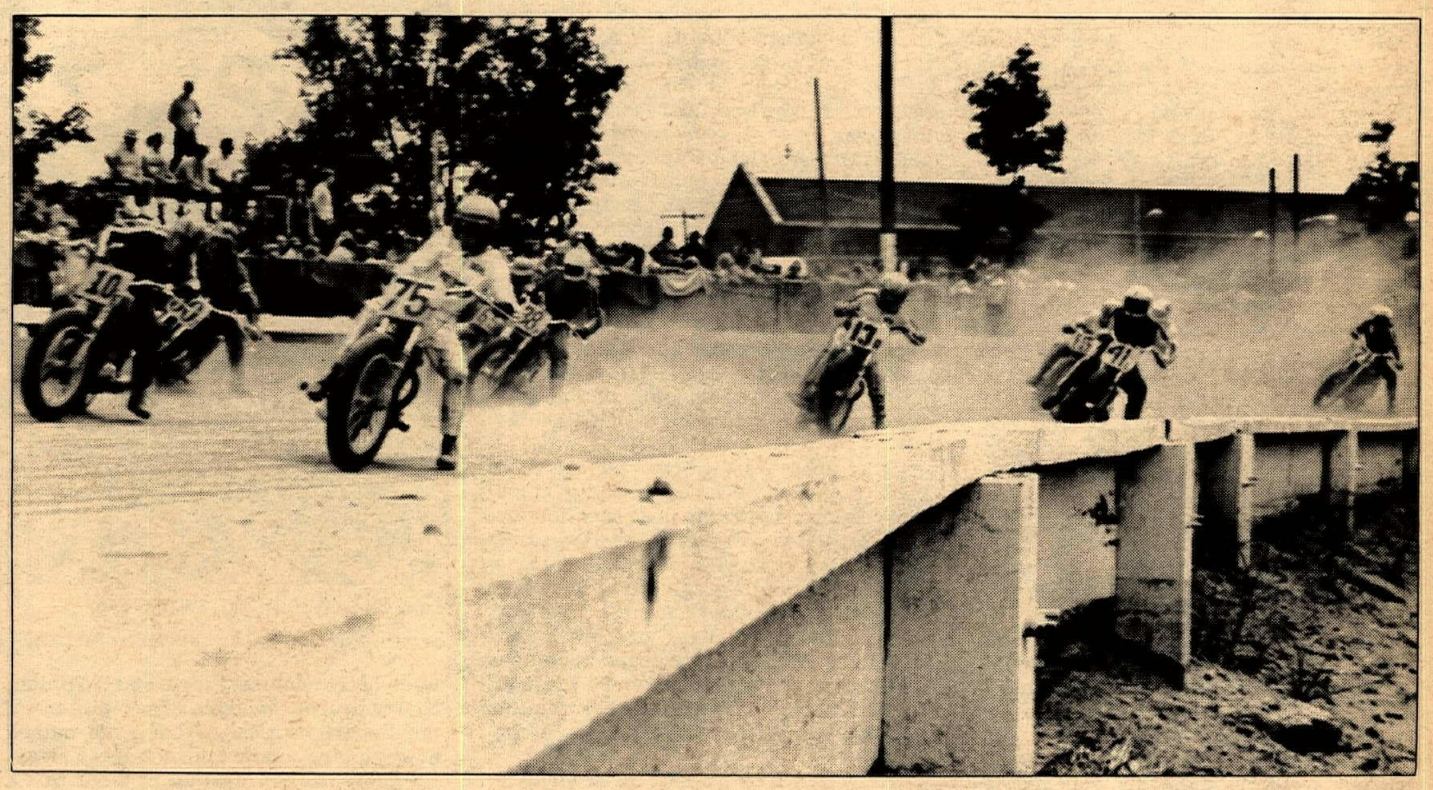


Dave Sehl, on the way to his second National victory in less than a month. Dave is sponsored by Powell Hassel of Atlanta H-D.

NATIONAL IN OHIO



A pensive Dick Mann awaits a chance to boost his current number status.



At the line, Experts prepare to begin the feature at one of the oldest Nationals on the circuit.

fast Expert heat by over two seconds. Following him distantly were Gary Fisher, Paul Pressgrove, Don Emde, and Ernie Hood.

Doug Sehl won the second Amateur heat, leading Rik Holly, Floyd Battle, John Gardner, and Santa Fe winner, Ed Hermann to the line.

The third went to Ron Butler, beating Teddy Newton, Herbert Potts, Neal Blochinger, and John Skinner.

The Experts, getting their last chance at the cash in the Semi Final were led again by Lawwill, this time puffing great blue clouds of smoke from his exhausts. Mert's problem in his heat had been a partial seizure, and he was taking no chances with lubrication. Evidently no damage had been done, for Dick O'Briens clock showed him running laps faster than he had his first time out.

George Roeder put on a fine charge to take second ahead of Frank Gillespie for the final transfers.

As had happened before on fast tracks, the overeagerness of the Amateurs turned the final into disaster.

Floyd Battle and Herbert Potts crashed in the first turn, and both were taken away in the ambulance. Alternates Ernie Hood and John Skinner were brought up and the field flew away in pursuit of Beauchamp. At the halfway point it was Beauchamp, Ron Butler, Doug Sehl, Gary Fisher, and Teddy Newton.

With Beauchamp fleeing, the real race was between Sehl and Bulter. Doug attemped to pass for several laps, then Ron went down in turn three on the ninth lap. Sehl attmpted to avoid him, but his back wheel caught Bulter's fallen machine. Doug went down, and Gary Fisher crashed headlong into him. Then Newton joined the pile. Newton was the first up. Butler also managed to collect his senses, but Fisher was badly shaken, and Dough Sehl was taken to the hospital with a broken leg.

Referee Charlie Watson called it a race, choosing not to restart the irratic yellow platers for a final five laps.

The Expert finalists lined up in the order of Markel, Larry Palmgren, Romero, Rall, Sehl, Brelsford, Darr, Mashburn, Rice, Lawwill, Roeder, and Gillespie.

Bart grabbed the lead into the turn, but by the time they came around for the first pass, Dave Sehl had moved ahead, never to be challenged. Markel was run-

(Continued on page 31)

Rockwood - Dead Last To First

By Dewitt Thuett

GARDENA, CALIF. June 26, 1970– Long time race fans will be shaking their heads for a long time to come after the Expert final Friday night at Ascot. 15 lap Main Events have been run on the oval since 1957 – but none like the one last week.

Here's how it happened, we think. We saw it and still don't know if it really happened. Tom Rockwood put his Triumph on the pole and the other nine Experts lined up along side and behind.

Tom then got caught trying to outguess starter, Bob Bryan and was put back on the third row, behind the other nine Experts. The flag did drop the second time around and Rockwood was into the corner, in last place.

Mel Lacher took the lead with Paul Conserriere and Sammy Tanner right with him for a three rider bash the first five lpas. At the end of five laps Rockwood had worked his way to a distant fifth behind Dewayne Keeter, who was running fourth. Tom was a full straightaway behind the front running leaders.

Five more laps went by and Rockwood had closed the gap on the front four. The next five laps rank as some of the finest and fastest in Ascot histroy. Lap eleven found Rockwood passing Keeter for fourth place.

Then the clocks started to whirl with Tom cutting four straight laps under 22:90 on a track that was dry from an unexpected breeze that came up early in the program.

Conserriere had taken the lead from Lacher on the eighth lap and appeared to be an easy winner at the ten lap mark. Rockwood nailed Tanner for third place on lap twelve and was right on Lacher for second at the end of thirteen.

Second place went to the Gardena ace before fourteen laps were completed and the clocks were still jumping off the needle arms. With one lap to go Rockwood and Conserriere started the final round.

Tom went bombing by on the back chute of the final lap and not a single person was still sitting down in the stands! From last to first in the Expert final! Many were trying to remember if it has ever happened at Ascot in all those previous years and Main Events.

It was the second straight week for Rockwood and his 650 Triumph to score the clean sweep. Tom took fast Expert time trial honors, won the heat race for the fifth straight week in a row, the fastest heat of the night.

The Dash fell to Rockwood for the second straight week and the fourth time this year in a close race over Lacher and Amateur, John Hateley. The Main Event come-from-behind classic was Rockwood's fourth straight victory in a row! The last time any Expert won four straight Main Events at Ascot was well over two years ago.

The Amateur final nearly matched the Expert Main for come from behind riding. John Hateley and his Triumph returned to Ascot action after a week of TT racing in Washington and nearly duplicated a "Rockwood" in the ten lap final.

"Big John" posted the fastest time trial of the night but again had to come from behind to win the heat race for the fifth time this season. It was the same story in the final with Mike Spitzer, also a heat race winner and also Triumph mounted leading the final most of the way with some wild sliding on both turns.

Hateley was consistent and made few mistakes to overtake Spitzer as the final lap came up. A pass and another win for the high point Amateur half miler in the west.

Kenny Roberts made it three straight Main Event wins in the Novice class aboard his Suzuki 250. His win streak now stands at six, including three straight heat race victories. Gary Scott and his Yamaha did the chasing again and some side-by-side dueling took place in the early laps.

Halfway through the race Scott slowed down with mechanical problems and barely edged hard charging Al Baker and Bob Hardison for second place at the finish line.

Don Dudek, Bob Fulton and Tom La Fortune took the three Semi Main Event wins in three different races that were hotly contested from start to finish. Shorty Seabourne again crashed in one of the Expert heat races but again walked away to try again this coming Friday.

Ascot will now host all of the nation's top Expert and Amateur half milers for the next five Friday nights in a row. Home base is Ascot for the five west coast nationals that take place starting this coming Sunday in San Jose and wind-up in early August at Tulare.

H-D returns with Lawwill and Brelsford and introduces the new Canadian hotshot, Dave Sehl. BSA brings back to Ascot Aldana and Jim Rice. Triumph sends Gene Romero. The entire Yamaha team of Palmgren, Haaby, Coppage and Mashburn also return. Gary Nixon brings along his Amateur pupil, Gary Fisher.

(Results on page 22)

Tom Rockwood (38) shows how a comeback should be made at Ascot.

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For full information, contact G.E.M. Products, Inc., 496 E. St. Charles Rd., Carol Stream, Illinois 60187.

Randy Scott tears up the northwest.

In recent weeks Randy Scott has dominated TT Scrambles in the Northwest, winning the Fro TT at Castle Rock, Washington on June 13 and the Oregon Sidewinders Pro TT on June 12.

Bergquist takes the desert.

Larry ran away with 100 M.C.'s Hare Scrambles on June 21.

Tom Rapp wins Mammoth.

Tom won the 125 Sr. as usual. That's why he's number 1.

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Luck's With Thorwaldson In Desert Go

By Dick Wright

RED MOUNTAIN, CALIF. June 28, 1970– Hope, and then disappointment were in store for Tom Poteet as he had the lead but had to relent to Rick Thorwaldson because of a flat tire. Thorwaldson charged all the way and took over the first position after the five mile rock pile at the Desert Knight's Hare Scrambles.

After the start Poteet had the lead at the smoke bomb followed by Thorwaldson. They would go forty miles, encountering fifth gear trails, rocks the size of basketballs, hills and then more fast trails. Thorwaldson had a big lead coming into the pits for his gas check with Mike Patrick on a 360 Yamaha second.

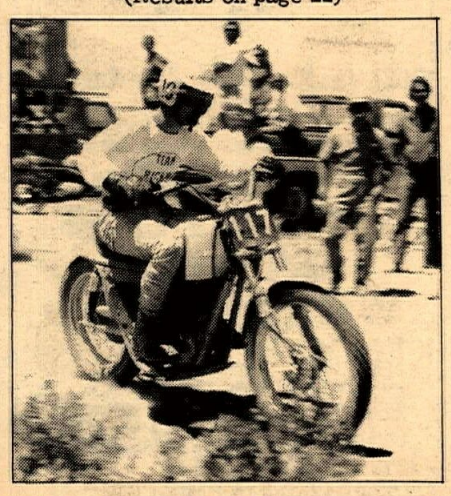
Gregg Hawks took 2nd 100 Amateur.

Everyone was at the finish line waiting for the leaders to come into sight, because in the desert anything can happen with all the rocks, and bushes to contend with. But, it was Rick's day and as he pulled in for the win he exclaimed that the course was "beautiful". Patrick held on for second and Kirk followed him in for third.

The leader in the 100cc class at the smoke bomb was Jeff Wright on a Rickman followed by Gregg Hawks. Ken Buckspan then took over the lead as Jeff fouled a plug at the first check. Mitch Mayes took over the lead later when Buckspan got into trouble too. Terry Clark was the next leader until he got knocked off his bike by a bike bike. At this point the hard charging Mr. Morgan, who had got a bad start, moved into first after all the young tigers had a got at it.

Morgan pulled into the finish line for the win, running twenty-first overall. Clark came in second and Buckspan was able to take third.

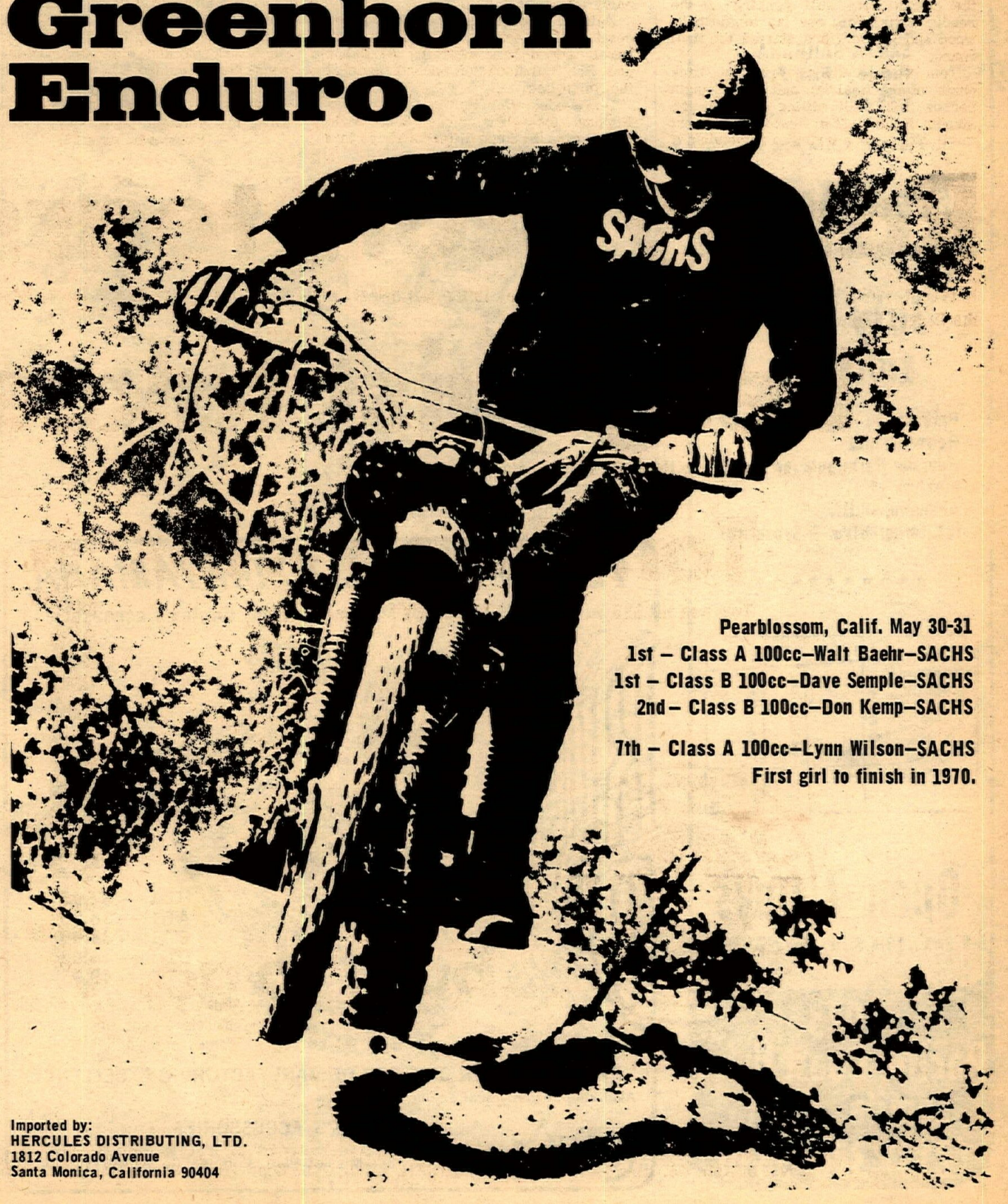
(Results on page 22)



Thorwaldson through the pits.

Rich Thorwaldson tends a blistered hand and talks over his victory with luckless Tom Poteet.

SACHS trailbikes dominate Greenhorn Enduro.



Pearblossom, Calif. May 30-31
1st – Class A 100cc–Walt Baehr–SACHS
1st – Class B 100cc–Dave Semple–SACHS
2nd – Class B 100cc–Don Kemp–SACHS
7th – Class A 100cc–Lynn Wilson–SACHS
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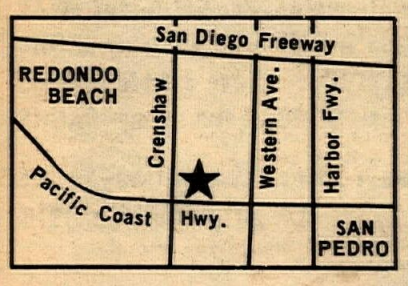

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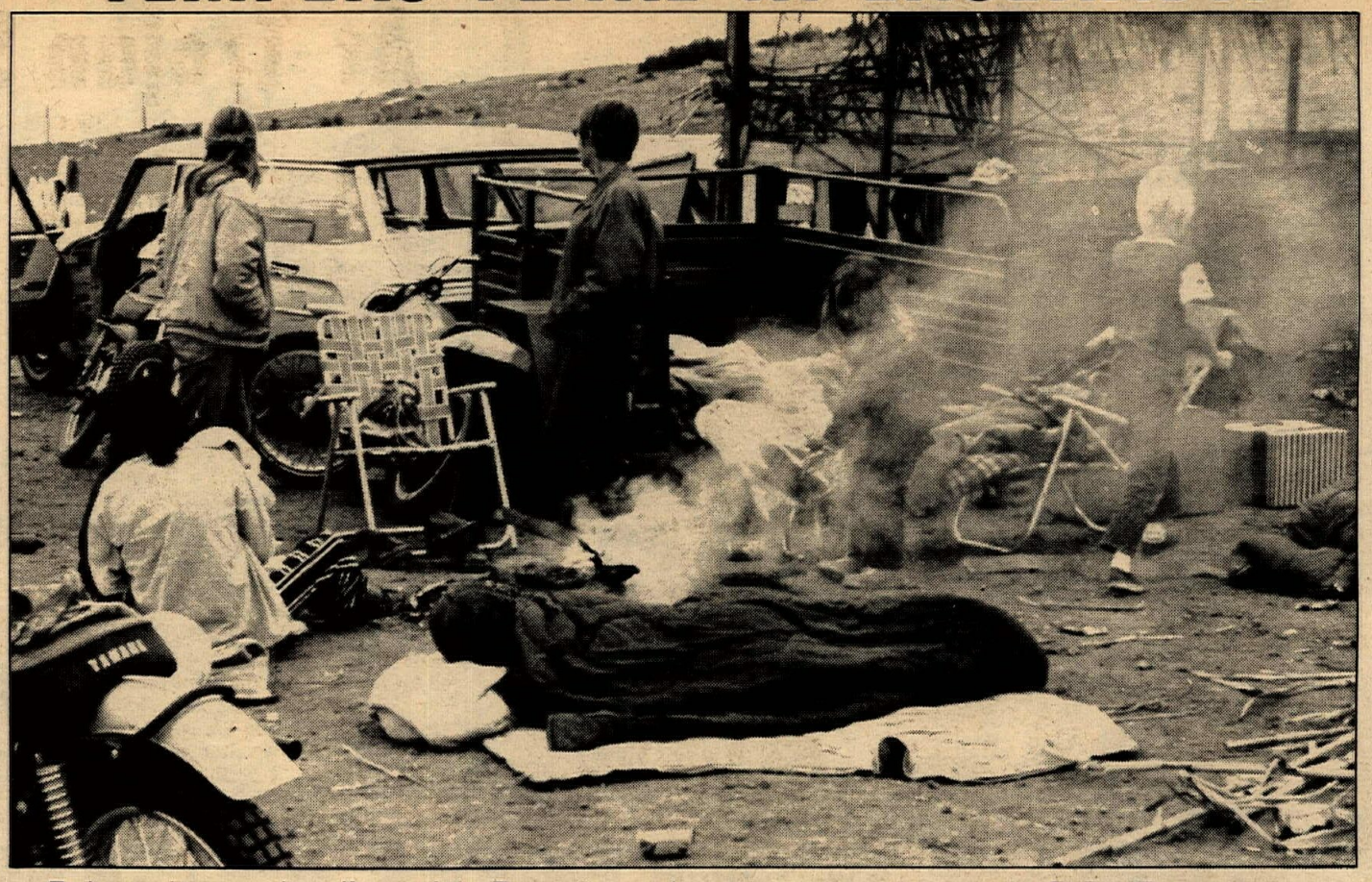
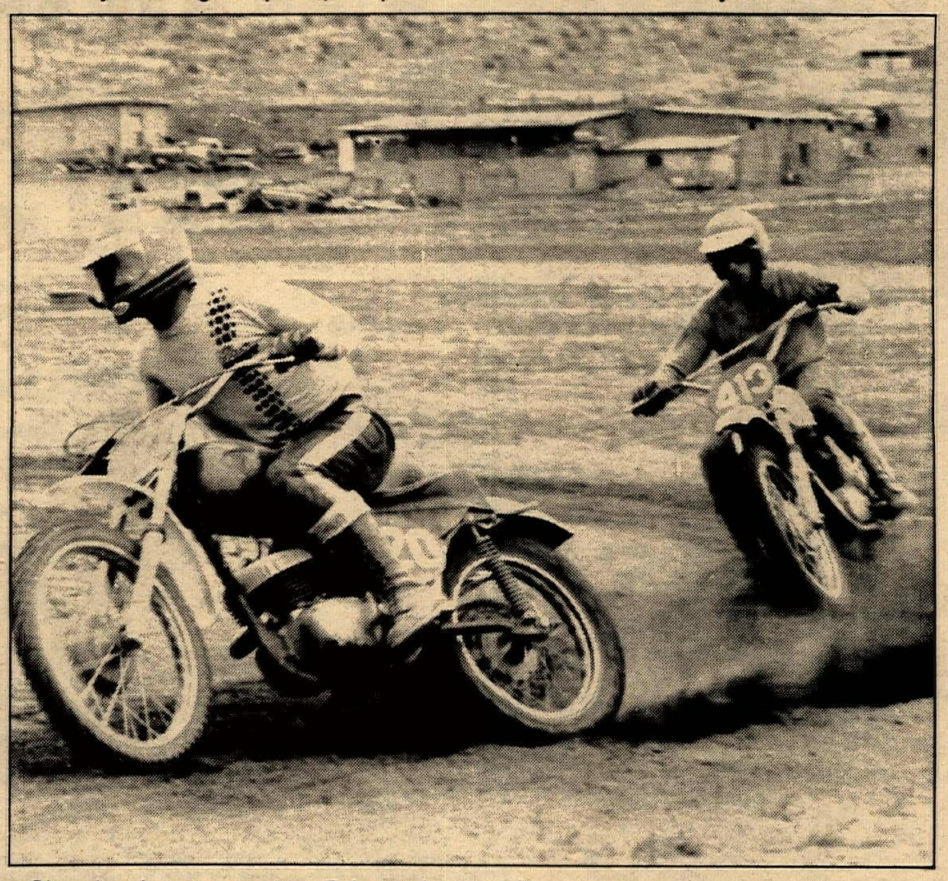


Early morning campsite, all part of the Ensenada race day.



Charging into corner two Gringos have at it.

By Rich Hoffman

ENSENADA, MEXICO June 21, 1970 – Unlike the previous E.B.R.A. Motocross races, the fifth race of the season was marred by several undesirable events both on and off the track.

Several U.S. riders not only showed their unsportsman-like attitudes, but also endangered other racers and spectators with an unfortunate display of thoughtless riding, poor judgement and hot tempers.

There is little doubt that had these tactics been employed at a sanctioned race in the U.S.A., the riders who were involved would have been disqualified.

With a new motocross track and approximately twice the number of rider entries, except for the previously mentioned problems the racing was by far the best of the season.

Oscar Lujan again showed his superiority in the 125cc Class, winning all three motos on his 100 S.L. Honda. Lee Fabry (Hod) was second with the rest of the riders battling for third.

The 250cc Class was run in three 10-lap motos with the competition being as rough as you would find anywhere. Al Wurtzel (CZ) took the win with Fred Roberts (CZ) second and Paul DeLaTorre (Bul) third.

The Open Event saw Paul DeLaTorre return to his winning ways with Gary Colberg second.

After crashing in the 250cc and Open Classes, David Brooks (Bul) wired his expansion chamber back on, borrowed a brake lever and compression release handle and put in all together with a fine ride to win the Trophy Dash.

(Results on page 22)

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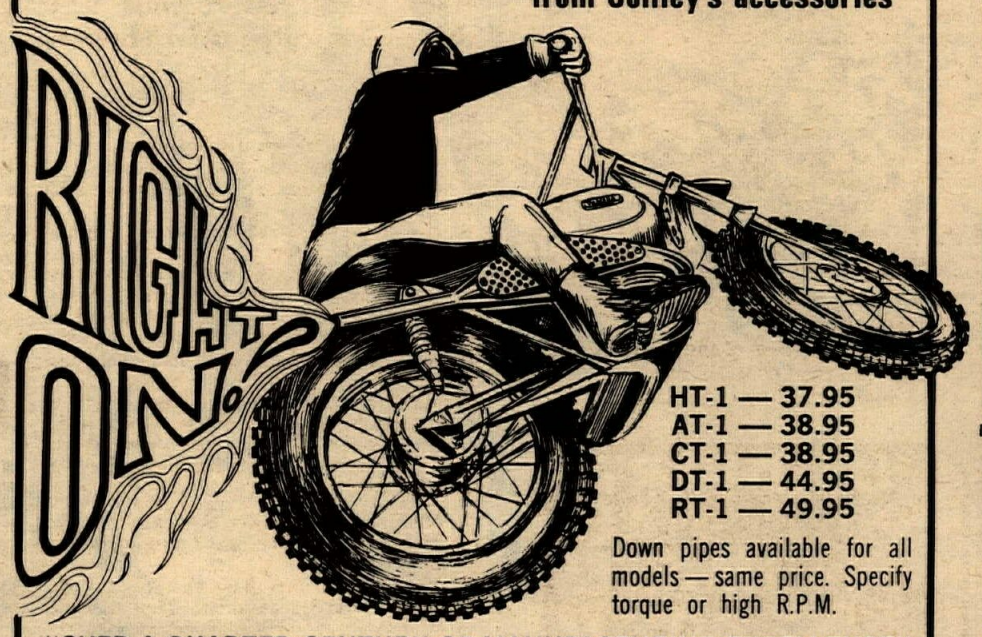

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Powell Takes Three At Trojan Speedway

By Eddie Smith

SOUTH GATE, CALIF. June 25, 1970 – Ron Powell rode to victory on his Bultaco in two trophy dashes and one main event Thursday night at Trojan Speedway.

Powell was the winner of the 250 TT trophy dash, then turned around and won the 250 flat track dash and the 250 flat track Main.

The Main had to be restarted after Irwin Moon, riding a new speedway bike, hit a downed rider and then hit the wall. Moon was not hurt in the accident and he finished fourth.

Stan Rogers finished second on his Kawasaki in this event. Bultaco rider Gary Anderson placed third.

Dan Carlton the winner of the last fifty lapper at Trojan won the 250 TT Main Event. Carlton, riding an Ossa, was getting ready for next week's fifty lapper for the 250 bikes. Irwin Moon was second while Ron Powell settled for third.

During the 250 TT race Carlton jumped into the lead at the first turn. He held the lead for a few laps then Moon got by him. Irwin held onto the lead for two laps then gave way to Carlton when he passed Moon coming out of the dog leg on the last lap.

Dale Hopkins beat out Dennis Hanson in the 125 TT Main Event. Hanson battled with Kirk Redding for the second spot with Hanson able to keep ahead of Redding.

The 125 flat track Main went to Lloyd Quintaro riding a Yamaha. John Sperry placed second while another Yamaha rider Joe Williams took the third spot.

Kirk Redding continued his winning streak in the 100 flat track Main Event. Redding finished ahead of Bob Sanders for the win. Jack Settle, riding a Hodaka, was third.

Redding also won the 100 TT Main on his Kawasaki. Tommy Horton gave Kirk a good battle the entire race. Bob Sanders placed third in the race.

The winner of the 125 flat track trophy dash was Redding. Dennis Hanson won the 125 TT dash mounted on his Yamaha.

Next week the 250cc bikes will run a "FIFTY LAPPER" with a three-hundred dollar purse at stake. Dan Carlton, Irwin and Larry Moon and many other 250 riders will be on hand for the race.

There will also be a full schedule of race for the 100 and 125 bikes at Trojan. Racing starts at 7:30. Twelve bikes will start in the big fifty lap Main Event.

(Results on page 22)

Only recently moving into the ranks of the Experts, Jim West showed he's very capable as he won six of six motos Sunday.

Watch West Wail

By John Shedd

SADDLEBACK PARK, CALIF. June 28, 1970 – Not too long ago, Jim West was just another junior motocross rider who was giving most of the other juniors a hard way to go. He was soon moved up to the Expert class to give the slower riders a break, and now it's the Experts that need a break. Since the introduction of the new AJS Jim has been their number one man and has earned himself a spot in the ranks of America's best motocrossers.

Sunday's Saddleback course had a couple of neat changes in the layout but the dust was terrible. However, neither dust, man nor machine stood in the way of young Jim West as he flew around the dusty, rutty track to win six out of six motos.

West's only real challenge came in the first 250 moto in the form of CZ rider Chuck Lunde. For a moment it looked like Lunde might make it but West pulled it out of the bag in time and was first to cross the line. Lunde finished second behind West in all three 250 motos but in the final two Jim held a comfortable lead at all times.

West's closest competitor in the 500 division was Husky mounted intermediate rider, Bill Clements. Bill picked up a third and two seconds, but neither he nor third place finisher Mike Runyard were ever close enough to duel for Jim's supremacy.

After figuring the points on the third event of the present CMC series Kenny Cook's points were incorrect until after press time. However, at the end of the last CMC meet at Carlsbad, Cook was also tied in points with Ken Bowser and Jeff Jackson.

This week Bowser and Cook both failed to finish high enough to earn any points, so Jackson, who won the third division of the 250 Junior class passed them by six points, giving him a total of 23. Dave Smith is now second in the point standings with 22.

There are still two more meetings in the Golden State Series, so Jackson still has a lot of racing to do if he wins the trip to Euorpe.

The fifth meeting of the series is just two weeks away and it will be at Carlsbad.

(Results on page 22)

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1. *We specialize in trailbikes.*

Since the Hodaka was first designed in 1964, all efforts have been concentrated on building one basic model. Our first, the Ace 90, with its full down-tube frame, revolutionized the industry.

Eventually, the Ace 100 was introduced with increased displacement and the first five-speed transmission to be offered as standard equipment on a quantity production trailbike. This, too, met with immediate success.

In a single California trailbike event, 54 of the 74 finishers in the contest were Hodaka mounted. The 100 'B' is an even more potent and reliable performer than these previous models.

2. *More accessories are designed for the Hodaka than any other single motorcycle.*

Hodaka engineers have intentionally designed parts and accessories, when possible, to interchange from one model year to the next.

Emphasis is on component improvement rather than styling changes for style alone. Such design stability has not only improved the availability of Hodaka parts, but has attracted the attention of numerous accessory designers. Today, you can practically custom-design your Hodaka to fit your individual taste and purpose.

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Design stability and parts interchangeability has kept the value of previous Hodaka models high. (This very same advantage has made one particular German economy car the single most popular import in America). Hodaka is worth more when you buy it . . . and if you sell it.

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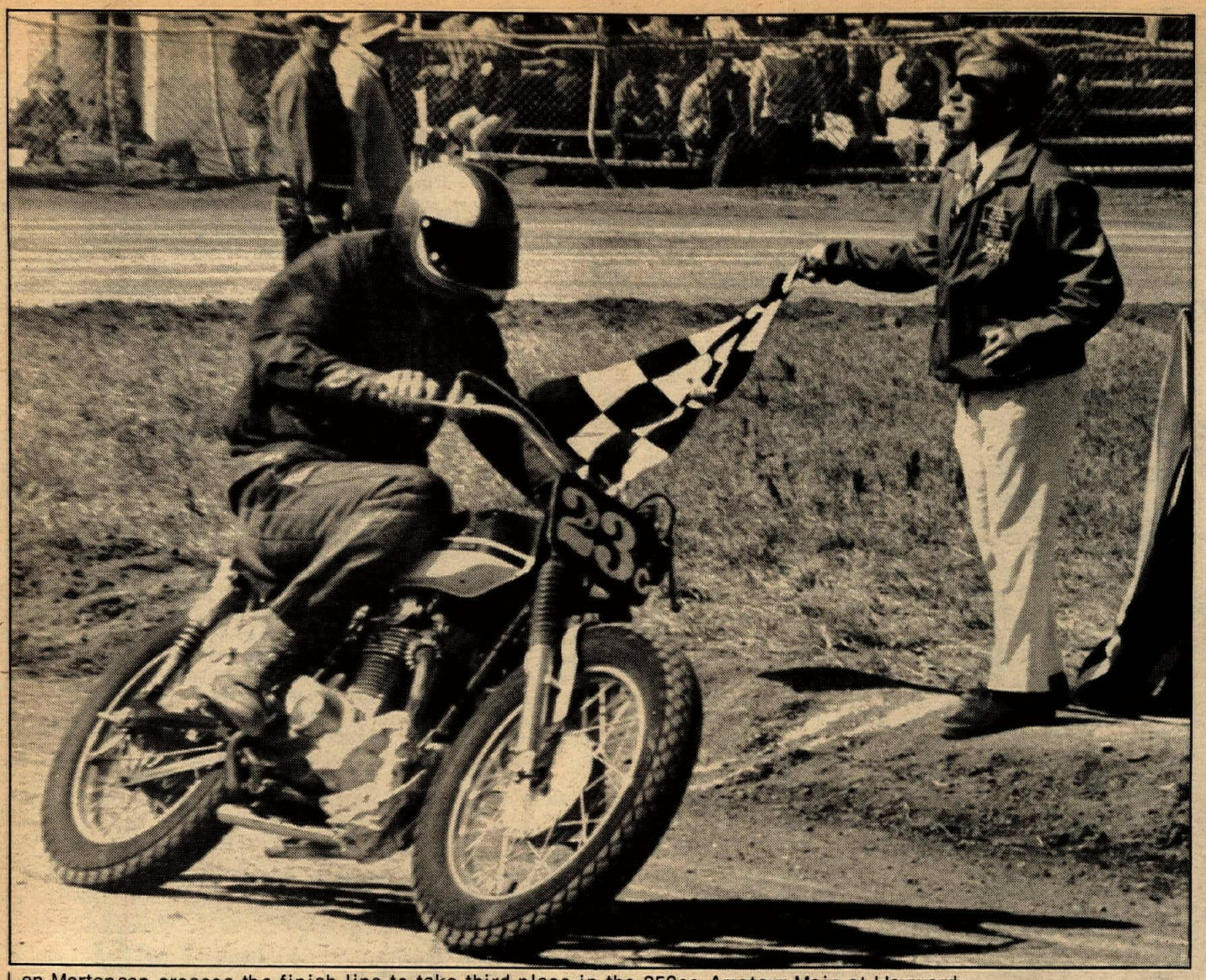

Len Mortensen crosses the finish line to take third place in the 350cc Amateur Main at Hayward.

Kenyon Wins Again At Lodi Cycle Bowl

By Bill Spencer

LODI, CALIF. June 21, 1970 – Al Kenyon made it two in a row by decisively winning the 500cc Expert feature at the Lodi Cycle Bowl.

After putting on one of the greatest races ever seen at the Hayward Speedway on Saturday night, he rode a devastating duplicate race to beat John Green and Jim Folwy.

Young Al led off the heat and had no problem winning that but he was late coming off the line in the Main and had to work his way up past Foley, Green and the rest of the field. He did this with outside passes and deep braking. He closed in on Foley, who was in second, on lap three as they both neared the tree turn. As Al dropped underneath Foley he set up for a hard drive out and in doing so went by Green also. From there it was all down hill as the young speedster had no trouble outdistancing the field.

That race was one of the few that went off without some discussion. The 650 Expert and 350 Novice were still being discussed when everybody packed up to leave as the sun set quickly in the west.

It went like this. At Riders' Meeting everyone was told that the starting flag would be held high just long enough for you to get into gear and then the rope would be released. They use an elastic string stretched across the starting line with a man who has a button to depress.

This may be the same man who has the job at the Pentagon, just waiting to push the button that will blow up the whole world. But, at any rate, the button got pressed when the starter wasn't ready with the flag and it also got pushed when the riders weren't ready.

Cliff Aksland won the 250 Expert easily enough with John Gennair keeping him honest. Derek Olsen was third with old man Ray Huff beating out Jim Foley. Huff may have lost some steam now that he approaches 40, but that little amount he has lost still makes him a hard man to beat.

The last race of the day proved to be the most exciting. Jerry Chadim, Terry Sage, Bruce Anderson and Wheeler Gresham all exchanged words and things before, during and after that affair.

Chadim led off with Terry and Bruce in hot pursuit. Terry got around to lead, briefly, and then Bruce out braked him in one corner only to lose it back to Chadim in the next. Terry had it on the last lap until the tree turn. Here, Anderson put on the big charge and cut the course. In doing so he forced Terry off the line. Bruce was off it too and Chadim jumped back into the lead. The last turn is a constant radius sweeper and Chadim laid it down going into it and just like toy soldiers in a line, the other plopped down behind. Second was Anderson, then Sage and then Gresham. There may have been more but the dust was pretty thick.

The rest of the field was far enough behind to pick their way through the bodies and Bud Smith was first across the line, followed by Bob Masters, Gene Conant and Terry Sage who received – a little help from some friends.

(Results on page 22)

CYCLE NEWS NORTH

Otto Takes Expert Main

By Bill Spencer

HAYWARD, CAILF. June 28, 1970– With storm warnings all along the California coast and two super races in the area the sparse turnout of spectators didn't hamper the enthusiasm of the 250 riders, and the day race at the Hayward Speedway was another thriller.

Jim Foley started another string of wins with a win Friday at Lodi and Saturday night and Sunday at Fremont. The number one rider in the district is fast on his way to another great year. He won his heat and the Main today with no trouble and outdistanced second place Bill Bidde on a new Bultaco as if Budde was right on him.

Al Kenyon made a repeat victory in the 500 Expert Main on the same Charlie Ivie Bandido. This gives him three Main Event wins in that class which is quite a far cry from his class C record. Al's luck has to change and there is only one way for it to go – up.

The 650 Expert Main was the feature of the day and Rick Otto held off Phil Ray for the win. Harry Raggio led it off and held first for a few laps, but fell in the spectator turn. Otto had it from there with only a few half-hearted attemps from Ray to keep him honest. The only other casulty in that 20 lapper was Fred Cziska who may have broken his nose again when he tried to fight the fence and lost.

The 650 Novice was easily won by Bob Garsberger with Ron Talbot second and Jim Hayhurst fighting off an onslaught for third.

In the 500 Amateur, Leaky Lenn Mortensen jetted into the lead after reading the starter to a tee. As a matter of fact he might have been telling the starter when to throw it as he was a good 10 feet out of the hole when it went up. Even with that, Don Tindall gave Lenn a good go for the checkered.

Steve Hernandez settled down to an excellent Main Even win in the 250cc Amateur Main after having a difficult time placing in the heat. His great sliding was left behind as he rode a very serious affair and beat Steve Pestoni and John Redmond.

(Results on page 22)

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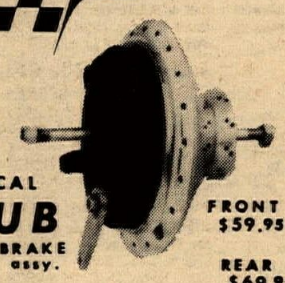

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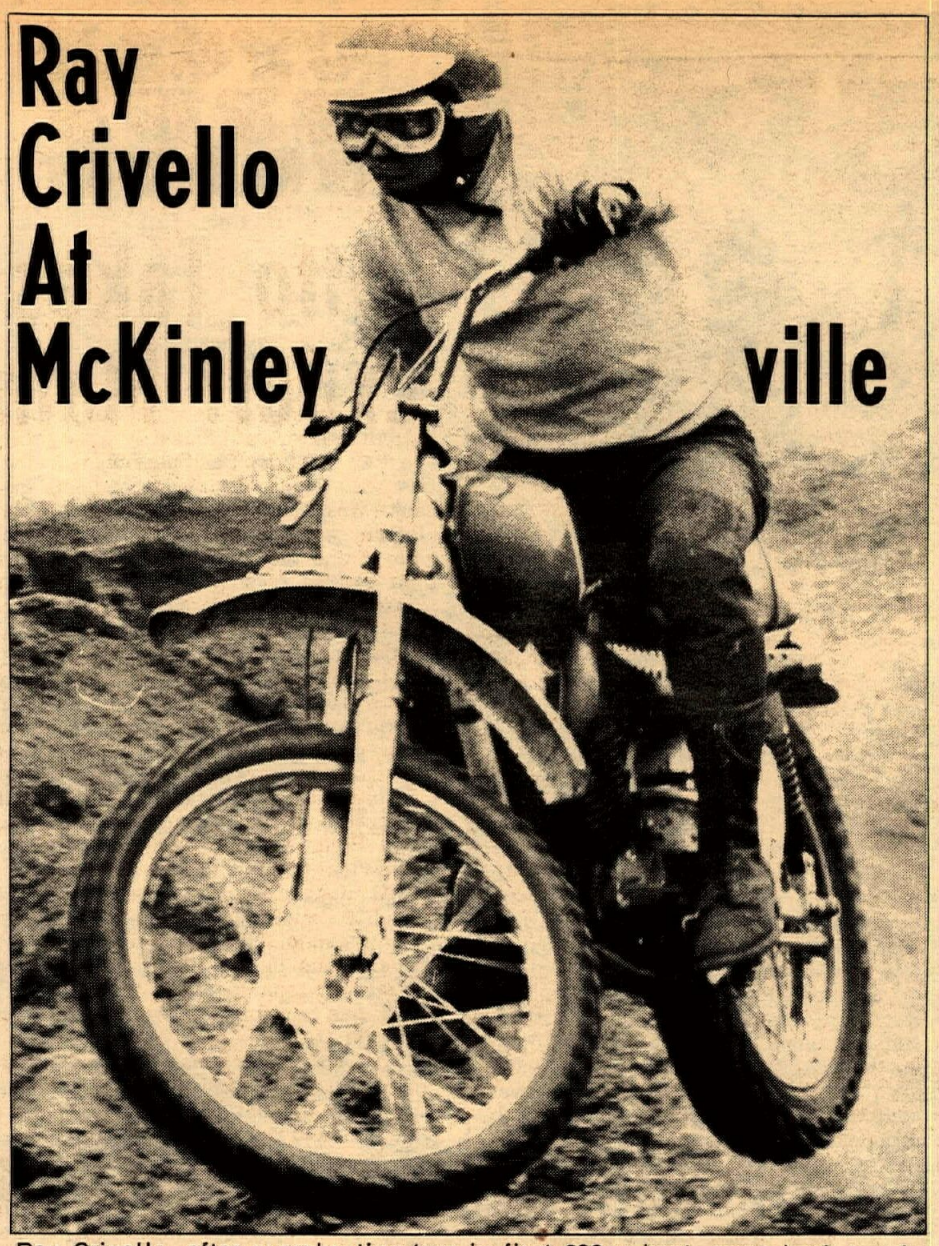
Ray Crivello At McKinley ville



Ray Crivello, after overshooting turn in first 360cc heat, came back to win event overall.

Story by Tom Dillion
Photo by James W. Shipley

McKINLEYVILLE, CAL. June 21, 1970– A racing hat trick by John Smith in the 100cc class and the mishap of Ray Crivello while posing for a photographer during his first 360cc Open highlighted the opening of the half-mile motocross track in McKinleyville, today.

Smith, pulled his triple with three consecutive wins, riding his Kawasaki.

Crivello, who overshot a turn and ended up over a bank in the first race, made a successful comeback in the remaining two races by winning both.

Richard Howard, son of one of the best motocross and Enduro racers in the area, Gary, rode a 70cc Minibike and followed in his father's bike tracks as he jumped from the rear to the lead after two laps and went on to win the minibke event.

Yamaha mounted Allen Thompson worked his way through a field of a dozen riders to win the 125cc event and Brian Lee improved upon a third place finish in the first 250cc event by winning the remaining two.

In Lee's first race, he was left standing at the line but he still fought his way up to show.

In the opinion of most of the riders here, the track is very rough but is ideal for motocross racing. It consists mainly of long semi-straightaways with a last jump that airbornes a bike five to six feet, followed by a switch-back some 150 feet from the jump.

Dave Jackson, who was injured at the last Willow Creek TT race, acted as one of the flagmen, today. Jackson said he'll be back riding on the fast TT track at Redwood Acres on July 25.

(Results on page 22)

A "Husky" Hughes Puts It Together

By John Noffsinger

CHICO, CALIF. June 20, 1970 – Terry Hughes put it all together in the 250cc Handicap Main at Cycleland Speedway, turning back Dick Turner, in the process. Terry and his steady Husky got the early lead and then time ran out on a closing Turner. Ron Scott riding his Yamaha took third.

It appears this is going to be the season of the battles between Turner and Hughes at Cycleland. The Scratch Main found Turner getting the early lead at the start with Hughes closing in after one lap completed. Then Hughes, while attempting to pass on the inside of the north corner, had to correct too much to prevent hitting Turner, and fell. This left the race wide open to Turner who won by some 50 yards.

Wally Murphy and his 100cc Kawasaki enjoyed a fine evening winning the Handicap Main and also the B Main. Wally, by winning the Handicap Main, will no longer ride in the B class and thus leaves more room in these events for the other B riders.

John Allen was in better form as he put away the 100cc Scratch Main after a battle with Larry Smith, Honda. John, it appeared, simply was not to be denied, and had his Kawasaki really charging into the corners. John also took second in the Handicap Main.

Jim Hubbard again wheeled his 175cc Yamaha across the line first in the 200cc Scratch Main. He was actually passed by Ted Bare, Yamaha, down the back straight, but Ted left it on too long and had to drift out, leaving room for Jim to take it back again down the front straight and to the flag.

(Results on page 22)

Riders get ready for 250cc Handicap Main at Cycleland.

Odom Quick Winner At Clovis

By Bill Spencer

CLOVIS, CALIF., June 27, 1970 - Jim Odom caught a terrific start on his Triumph and drove off the first turn to run and hide from a fast kield of experts at the Clovis Speedway today.

Second place went to Tom Rockwood (Tri) who didn't appear to have enough steam to catch Odom but still enough to keep off Dave Hansen (Tri) nevertheless. The distance between the first three finishers hardly varied except perhaps a few feet as Odom pulled away.

Dwayne Keeter (Nor placed fourth after Terry Sage (Tri) had to pull out from that position when he had mechanical problems. Sage eventually finished tenth.

Odom's warmup for the San Jose National Sunday will put his Les Edward's Triumph to the ultimate test, especially after he races at Ascot Friday and the Cow Palace Saturday night.

In the amateur main, Bill Morgan (H-D) rode to his first professional victory, much to the happiness of his friends and relatives. His victory, however, was hard fought.

In the first start, Terry Dorsch got off hard and the black flag called a restart, This time Kris Baake jumped to the lead with John Hately second while Morgan was fourth behind Ron Davies.

After Hateley pulled into the lead and Bakke dropped out, Morgan passed Davies to become second. Hateley then appeared to slow a bit and Morgan pushed into the lead and on to victory, by Davies (Tri) and a late-rallying Dave Bellina (Tri). Hateley (Tri) was just nipped, and settled for fourth.

Kenny Roberts rolled to another win in the 10 lap novice main, but he really had close competition from Les Costanza (Ossa). His Ossa is a duplicate of the one Bugs Mann has ridden in the past and Costanza really looked good on it.

(Results on page 22)

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Top Riders Drawn To Wash. Motocross

By Kevin Hill

ZILLAH, WASH., June 21, 1970– Usually known for its fruit and other agricultural exports turned the tables this Sunday and imported some of the Northwest's best motocross riders to put on a fine show of racing in spite of the 100-plus heat.

Although the hot weather may have kept a few spectators away it didn't slow the riders any as they fairly flew around the well watered and dust free course. The course was perfect from both a rider and spectator point of view. Laid out over partly used and partly virgin ground by local riders Vernon Rank and Dick Poulin the course provided a fine challenge for the more than ninety riders and superb views of the racing for the spectators.

Racing started with the 14 year-old and under class with the machinery restricted to 125cc. There were some real hotshoes in this bunch and the lead was often changed between Mike Tobia and David Rowe, both on Yamahas. The overall win went to Tobia, who won the first two motos and second to Rowe, who won the third moto.

Then a herd of Hodakas took off in the 100cc class. Here too, the lead was hotly contested with Butch Kendall coming out on top of the overall standings with two seconds and a first.

Some of the day's best racing took place in the 125cc class when several of the real ace riders showed up to do battle. Overs ome terrific competition, Norm Kopp put his Yamaha in the winner's cirlce three times in a row for the well-earned overall win.

A huge field of five riders turned out to ride the 175cc class and, if nothing else, gave everyone a good opportunity to take a cooling dip in the Yakima River which flowed right by the course.

When the dust settled at the start of the first 250 moto there was 16 year old Rick Poulin doing a blitzkrieg on the rest of the heavy pack. Rick Poulin took home the first place trophy. A well-earned second place went to Tom Morton for his very fine efforts.

Remember Norm Kopp, the fellow who made a clean sweep in the 125 class? Well, he did it to 'em again in the Open class, this time on a 360 Yamaha. In the first moto he just moved right out into first place over Mike Joekel, another Yamaha rider, who was kept honest by CZ-riding Steve Hall. Bringing up fourth place in this parade was Doug Munson on his "spiffy" orange Montesa and that is how they finished.

The second moto was more of the same except for Mike Joekel's last lap disaster when his Yamaha flooded really good, letting Steve Hall romp home in second. The real race was on the last moto when heretofore unnoticed Vernon Rank jumped into a surprise lead and really got with it for the first half of the race. Steve Hall got into second and made a determined effort to get by Rank's Maico. While Steve was making his charge, Norm Kopp moved into third right behind Hall and the three of them went roaring around the course only a few feet apart to provide some of the day's closest racing. Finally, on the third lap, Kopp got by Hall on the start-finish straight and then swept by Rank up the hill. Kopp was never challenged after that and Mike Joekel then moved past Hall and Rank, who eventually dropped back with some kind of problem. Overall, Steve Hall was second over Mike Joekel and Doug Munson.

As the racers and spectators headed for the barn at the end of the day they all agreed that it had been a fine, well organized race on a beautiful course and they would look forward to the next event, a team motocross, scheduled for July 26. It should be a good one!

(Results on page 22)

Killer Cable Takes Life

By Kevin Hill

A tragic accident took the life this Sunday, June 21, of Ronald Selby of Edmonds, Wash. While trailriding in a woodsy area frequently used by dirt bikers, Ron and Mike Doherty came upon a cable stretched across the road in an unexpected place without any warning. Mike later said that they were going about 55 or 60 mph and his only warning was when Ron, who was ahead, hit the cable first. Mike managed to drop his bike to get under but still hit the cable with his shoulder and received minor injuries.

Ronald Selby was only 26 years old, married and the father of two small children. He was well-liked by those who knew him and his loss has been deeply felt by the riding fraternity in this area. Even those of us who didn't know Ron personally are saddened by this event and struck by the sobering realization that it could have happened to any of us.

But instead of simply mourning for a while and then forgetting all about it, let's do something! Now that a fine young man has died needlessly the killer cable has been clearly marked. Why not before? Why can't we, as riders, when we find a hazardous condition such as this, make a habit of bringing it to the attention of the landowner and/or make our own dangermarkers befor an accident happens? From now on when we find a cable, ditch, washout or any other condition on a trail that could be a hazard to other riders to follow, let's put a long or rocks or something in the road to at least slow down our fellow riders who may not be so observant or lucky to spot the hazard in time. Legislation is the ultimate solution but until then direct action is the only way we can prevent another death or injury to our friends and ourselves.

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THE NATIONAL SCENE

by dewitt thuett

Laconia Reflections

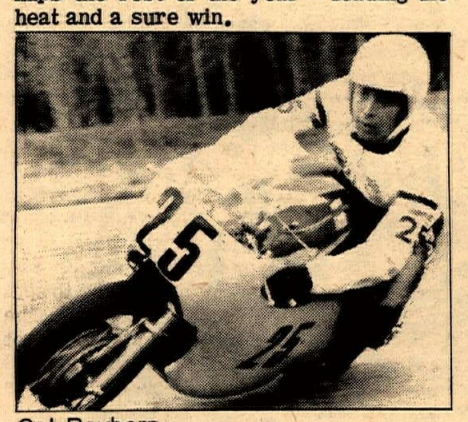
They love their road racing in New England. Somewhere between 25 and 35,000 people turned out to see the professional racing stars of the AMA at Loudon, New Hampshire, which is not even on most maps.

The track is a twisty 1.6 miles per lap and there really are no straightaways to get up steam. It is a rider's course up and down hills with tight and sweeping turns. Compare it to California's Carlsbad or Washington's Kent and you have somewhat of an idea of what Briar Motorsport Park is all about.

The Californian's took their second straight licking. The record now stands at eight wins for the western'ers, one for the Canadians and one for the rest of the good USA.

Mark Brelsford might have won except for engine troubles, Yvon Duhamel should have won except for his usual over-eagerness and a spill, Jody Nicholas may have won except for a broken fuel line and fire, Art Baumann again went on his head and destroyed his chances.

Cal Rayborn became so eager to win a road race, even a heat race, that he crashed and eliminated himself for perhaps the rest of the year – leading the heat and a sure win.



Cal Rayborn

After nine National events, no wins and very few points, Gary Nixon was willing to settle for third behind Dehamel and Brelsford. When they both shot their chances Gary found himself in the lead the easy way and not really trying too hard. Chalk up a National win for Nixon who becomes the first to win a big one on a Triumph three.

The Harley team minus Rayborn had Brelsford and Lawwill and again Walt Fulton on the old H-D sidevalve 750 that has been ruled "Obsolete", not by the riders but by the factory. Lawwill cruised his way to a much overlooked 12th place while Fulton again led the Milwaukee Brigade with a well deserved fifth place which came on the final lap.

Once again the Mel Dinesen Yamaha team proved that privateers can challenge, make money and score points. Don Emde grabbed a third in both the lightweight and big bike events. It is obvious that Mel does not read certain monthly publications that continue to cry about the non-factory backed racers not having a chance.

Both Emde and Tom Rockwood have scored well between them in each of the four national road races that have been run.

Dave Aldana settled down after nearly destroying himself in practice. Common sense took over on race day with Dave and his BSA finishing in the top ten and gaining many more National points.

A lot of the Experts were giving thanks that the road races are now a thing of the past for the season. Now they can get on the dirt where an all out every lap effort can bring victory. Not so in road races where luck and many laps are still the most important product.

They say it was the largest crowd ever for the Loudon/Laconia races. The New England Dealers Association is headed up by new blood and a new group which turned in a fine job. The old group was heard more than once quipping that it was not like the old days.

Once again the "Bad Boys" came early, lined the shoulder of the highway, and stared at the good guys. Few had the price of admission so once again the real race fans were spared the agony of having to set with, or smell, the eastern version which make the western version look like clean cut guys.

The duel of the weekend came in the lightweight race between Duhamel and Nixon on their Yamaha 250's. Hopelessly

Duhamel and Nixon

out-horsed was Rayborn and his larger H-D 350 that had worked so well at Seattle. Cal was ready to settle for third until Nixon stopped with less than five laps to go. This should retire the Milwaukee 350 from lightweight racing once and for all since it cannot rain in Seattle every year.

The most confident guys going into the Sunday National were the three Suzuki team riders. Two crashes and a fire took care of their hopes well before the race was one/third over. Nobody was really giving the bigger Triumph and BSA "threes" much of a chance, but once again all but one was around at the finish. Don Castro crashed hard for the only Birmingham fall-out.

Another "First" was scored at Loudon when Amateur Bob Gill was blackflagged. Not for going too slow, not for over riding – but because his leather pants were falling off! The officials tried to stop Bob and explain but he rode off into a sand pile, got off the bike, pulled his britches up – and walked away.

Rusty Bradley blew in from Texas to pick up his monthly win and check from the AMA and Kawasaki. He now has netted ten grand from Kawasaki. It still remains a shame that the fastest "K" is regulated to the Amateur class. However, much of the speed may just be the college kid from Texas who will join the Expert ranks next year.

Amazing things have happened over the years in New Hampshire. One of the most amazing is how old the riders in the Novice class really are.

Year after year they far out-distance the average age of the Experts. Gray hair, not hair and green number plates appear to be the "In Thing" in the northeast.

Bakersfield lad, Mike Lane, riding his first professional race, lapped the entire field and broke the track record by 51 seconds! The same day he obtained his AMA professional license he was also admitted into the Boy Scouts – so they say around Bakersfield.

Anyway, he made shambles out of the best the East had to offer in both the heat race and the Final. The guy that won the other heat race was afraid he was going to lose his license, not the AMA kind, but the Medicare kind.

The AMA officials wisely limited only 40 riders to the Novice Final. Gary Nixon voiced opinion against this but then he never has had much respect for his elders. Those eliminated were later seen playing checkers under a tree or having a fast game of chess in the back of a Surrey.

The national riders really got an eyeful as the new fad in the east is for all the girls to walk around with bra's. Most didn't really need one to begin with but it helps to dream a little.

Most of the riders are chomping at the bit to head west for the five Nationals on the coast during July and the first part of August. Away out there where the women are women and proud of what they got. Out where the bums do not invade, out where the Novice riders still do not shave, let alone turn gray before they become Amateurs.

Still, the mountains of New Hampshire are a sight to see. The more than $15,000 prize money spends anywhere and the weather and racing was all anybody could ask for. Nixon followers are happy too. Triumph, Yamaha and Kawasaki are also happy. The AMA has been happy for over a month. Is everybody happy??

West Coast Nationals

The AMA professional riders and the glory and money events head west for the entire month of July, plus August 1st.

No less than five national point paying events are slated with four of the five sanctioned in California. The remaining event is slated for Washington.

The schedule calls for two half miles, two TT's and a mile track race. The first event will be the annual half mile at Santa Clara county fairgrounds in San Jose on Sunday afternoon, July 5th. Jim Rice and his BSA twin was the '69 winner. Rice has already two national half miles and a TT win this year and will again rank as an early favorite.

The next stop is the sixth annual running of the TT at Castle Rock, Wash., where National Number 1, Mert Lawwill, and his Harley have been the combination to beat the last three years. Mert has won two of the last three. Lawwill has bagged a short rack and a half mile win to date.

The Castle Rock event is actually a two night affair with time trials being held on Friday night, July 10th for the Experts and Amateur entries and then all of the actual racing taking place on Saturday night, July 11th.

The following weekend finds the national circuit swinging south to Ascot Park in Gardena, Calif. Saturday night, July 18th will find the 9th annual running of the 50 lap national TT with 24 Experts again in the final.

Mark Brelsford, the '69 winner, is still looking for another national win since winning his first and only title at Ascot a year ago. To date the Harley factory backed rider from San Bruno has been unbeatable in regular season Ascot TT's and ranks as the pre-race favorite.

The Ascot weekend of July 17 and 18 may well be one of the biggest two night affairs of the season as Ascot has also slated a half mile race for Friday night. The guaranteed $2100.00 purse has already been grately increased due to the fact it will be known as "Yamaha Night" important to the riders who go for the overall title and a final spot in the top ten in the yearly national standings.

The five-in-a-row in July are ranked as the toughest to win and place in during the season. Many local favorites lurk in the background at both Castle Rock and Ascot. Riders that are excellent racers who seldom stray to other national events.

The national circuit riders are often surprised and regulated to positions down the ladder by the so called "Locals" that call Castle Rock and Ascot their "Home" tracks.

California riders have won all five or the Castle Rock nationals and all of the previous eight Ascot TT events. On the other hand, the mile ovals at Santa Rosa and Sacramento have found the out of state riders fairing as well, or better, than the hard charging Californians who have won just about all of the nationals so far this year.

July will be interesting as Dick Mann, Dave Aldana, Jim Rice, Gene Romero and Mert Lawwill are all in contention for the Grand National title. July can well again be the deciding month.

Mark Brelsford

with many hundreds of dollars already being added to the Novice and Expert finals by the people with "The Better Machine". The two nights of racing is expected to draw riders and fans from far and wide due to the two large purses and the outstanding cast of riders that will be in town.

The fourth west coast national will again be on the one mile track at Santa Rosa. The first western mile of the year should be an outstanding event with '69 winner Chuck Palmgren back to try for two in a row.

The Santa Rosa race will take place on Sunday, July 26th with an entry list that will push the 200 mark in the Expert and Amateur divisions. The mile oval has long been the choice of the majority of the riders as their favorite type of track.

Returning to the national circuit after a few years absence is the half mile at Tulare, Calif. The previous national was won by Bart Markel who once again is expected to be the man to beat on Saturday night, August 1st.

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Letters From Russ Darnell

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On the first of May, Cheri and I left Gent, followed by my mother and father (chief mechanic), for the longest extended trip we have made in Europe. We planned to be gone for at least a month from our home base in Gent Belgium. Our first destination was Vannes-St-Nolf in France for a 500cc International event on the third of May.

Just after crossing into France from Belgium I had a flat tire on my caravan. Much to my surprise, I found that my spare would not fit as it is a different sort of wheel. My dad and I unhitched the car and went into the nearest city to scrounge up a new tire and tube. This proved to be a rather big chore as it was a French holiday and none of the tire shops were open. We found a gas station who had a tire of the proper size and they patched the tube also. Because the station had only one attendant it took two hours to complete the tire change, as he had to keep running up front to pump gas. Got going again at about 4:00 in the evening.

We arrived at Vannes-St-Nolf on Saturday afternoon and set up camp. No practice was allowed so we walked the course to look things over. The circuit is laid out in typical French fashion; Up and down the sides of a valley then across each end to the other side of the valley. The main straight was grassy and very fat. The straight ended in a steep jump which took a lot of braking for, then into a series of sharp curves and short straights. At the end of this section started the really big hills, some of which turned out to be formidable in the race due to getting all chewed up, and because of the heavy dust. The hills also abounded in rocks which rolled under your tires.

On the morning of the race, we were blasted out of bed by the loud music on the PA system. This seems to be common practice, especially in France. Practice was held in two sessions, and I could tell the track would get worse before it got better. After practice there was the normal two or three hour wait, then the presentation ceremonies began. The riders were introduced one by one and each countries' national anthem was played. I don't care how many times I have stood under our flag, while they play the "Star Spangled Banner" in all the different countries, I always feel immensely proud of being American! It is just an outa-sight feeling to stand in front of a large crowd of motocross fans, thousands of miles from your own home, and look up to see the stars and stripes waving above your head while the national anthem is played.

After the riders cleared the presentation area, a band marched and played for 15 minutes or so then we were called for the first start.

At the start of the first race, I came away from the line in good position and was about 8th or 9th on the first lap. I got into a real battle with Wolfgang Muller who is West German 500cc Champion, and while we were dicing we both moved up a ways. At the finish he ended up just in front of me in third position and I got fourth. Joel Queirel of France was first then Chris Horsefield, then Muller, me, and just behind me was Jan Johansson of Sweden.

The day got hotter and hotter, and the dust became very bad. In the second race I fell on one of the bad hills when I got tangled with a rider coming down the hill from an unsuccessful climb. I developed bad blisters from this race, I guess because of the heat or something. I finished sixth in that one. First was Horsefield, then Queirel, Johansson, Nowak, Stanek (Czech), and then me. It had been a long hard chase because we were lapping people, and when the slower riders fell on the hills it was sometimes real difficult to avoid them.

Before the last leg my chief mechanic (my dad) fixed the slipping clutch that had developed in the second race, and I tried to relax in the shade and get some rest before the last and longest race of the day. I wasn't at all enthused about going out again, especially since my hands were bleeding from the blisters. Cheri taped me up real good, and my family gave me a yay-yay go-get-um pep talk about the fame and fortune that awaited me in the land of motocross if I would just put on my helmet, stagger out to my Husky and charge into the fray. So now, all charged up, I ran to the door, tore it off the hinges, and charged off, only to return seconds later because I forgot my goggles!

At the start I came away again in a good position, and was lying about 6th on the first lap. Lap after lap I inched closer to the riders just ahead and when they had trouble or I was quick enough I would pass one. On about the tenth lap my hands were aching from the blisters, but like my dad said, "You've got all week to heal up!" At about that same time a very embarrassing thing happened; the zipper in the front of my leathers broke, and I mean the whole zipper, from top to bottom! It was very uncomfortable also, as I had to ride sort of leaning forward in a crouch. I caught Muller on a bad hill and got by just before the finish. That pass put me in third for that race, and fourth overall for the day.

My family takes all the credit for that race as they say it was the pep talk that did it, but if the truth were known, I was just going extra fast so I could get finished and fix my zipper!

RUSS DARNELL
A.M.X.T. Captain
P.O. Box 3276
Hollywood, Calif.

Nichols Wins Three At OCS

By Rich Hoffman

ORANGE COUNTY SPEEDWAY, June 24, 1970 – Fourteen-year-old Phil McDonald (Yama) stole the show Wednesday night with two Main Event wins. Phil fought it out lap by lap with K and N teammate Scott Smith (Yam), who finished second in both events.

Steve Nichols, spectating in the pits with a fractured collar bone, was all Vic Hannon (Kaw) needed. Vic was the big winner of the night with wins in the 250cc Sr. T.T., 250cc Sr. Short Track and the 500cc Sr. Short Track. He also took second in the 500cc Sr. T.T. behind John Issaccs (Yam) who wasn't about to let Hannon make it four wins in one evening.

Randy Riggs, who has had his share of troubles lately at O.C.S., switched to Yamaha and it must have been what was needed as he took the 250cc Jr. T.T. Main with Doug Hannon (Bul) a close second.

After a one-week pause, Steve Thomas (BSA) and Don Williams (Mon) resumed their Wednesday night battle, with Thomas again taking the win.

The hardest fought race of the night would have to have been between Bill Goff (H-D) and Robby MacEwen (Tri) in the 500cc Jr. Short Track. Both Heat race and Main found these two battling side by side with Goff taking the checkered flag by half a bike length.

In the 125cc Sr. races, it was Scott Autrey (Yam) and Bob Frauenberger (Bul) fighting it out with Bob taking the 125cc Sr. T.T. and Scott second. In the 125cc Sr. Short Track things were completely reversed, with Scott taking the win and Bob settling for the number two position.

Greg Wickam (Bul) had his share of trouble in the 250cc Sr. T.T. when he grabbed a little too much front brake coming into a tight corner and ended up at the bottom of a rather large pile of riders and motorcycles.

With ideal weather conditions and over 140 entries in both T.T. and Short Track, O.C.S. put together another excellent night of motorcycle races.

(Results on page 22)

Shown with contingency prizes after June 6 & 7 Ponderosa Hare Scrambles are: Bardahl and Fast distributor Bill Pattison, Open class McHal helmet winner Tom Brooks, Trail class helmet winner Jerry Hill, Open class helmet winner Tom Clodt, and Greyhounds M.C. Pres. Jack Ross. McHal will again award their new full face coverage helmets to the top two day riders at the July 4 & 5 Hare Scrambles. Bardahl VBA racing oil and Fast fuel additive will be given to the first 12 in each class Sunday. – Tom Willis Photo.

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DIRT DIG

By John Behtea
Photos by Tom Culp and John Bethea

SAN CLEMENTE, CALIF. June 28, 1970 – Preston Petty's three victories in Expert competition and Lars Larson's strong performance to win the combined Amateur-Expert Open were the two most impressive showings at the Third Annual All States Championships held here Saturday and today.

Petty made his first step toward the triple by taking the 125cc event from Gene Canady (Sac) and Lars Larson (Pen) while riding a Sachs.

The second step came later on Saturday when he repeated with Canady (Sac) for one-two finishes in the 250cc class. In this race, Petty used a Maico while Dan Hockie, who finished third, sat on an Ossa.

Today, a tight battle with Larson ensued in the 500cc race, but Petty (Ric) was the eventual winner with Lars (Mai) falling to second when his bike began loading up after many of the downhills which filled the mile-and-a-quarter dirt course. Jim Connley (Gre) pulled in for a third.

Larson's trouble ended when he changed to a newly designed 501cc Maico, which was built in Europe based upon the directions of Frank Cooper, Maico distributor.

Larson used this bike in the Open event and rode races, most will remember, for some time as he quickly opened up an early lead and held it easily in the first four-lap race. Then, in the second, after one lap, Larson, who was leading at the time, pulled off the track and adjusted his brakes allowing the three riders behind him to squirt past. Finished, he

500 Novices get into close action on cobbly off camber

Lars Larson leads Preston Petty in the 500 Expert go. Pres went on to win.

Preston Petty on way to 125 Expert win. Sachs mounted here in one of three wins for two days.

With a cool ocean breeze blowing, spectators bask in warm California sun. The Dirt Diggers hoste Scrambles Championship at site of soon to open motorcycle park. In background, the ever present

FALLS TO PETTY, MAICO

straight.

hopped back on his Maico, and proceeded to catch and pass the trio before the four laps were completed.

With the confidence he gained from the first two heats, Larson hit the Grand Prix style course (minus the paved section) almost wide-open through most of the event and annihilated all other riders and bikes.

Lon Simson (Ric) finished a distant second and Ron Randell, also riding a Rickman, took third, but only after a very close battle between the two.

Bob Vacca won both the 100cc and 125cc Amateur races in easy style, then moved up to become victorious in the 250cc Amateur. Ken Warner (Sac) and Dick Mosley (Hon) took second and third respectively in the 100cc while Tom Culp (Bul) and Chuck Daly (Sac) did likewise in the 125cc.

Last year's 100cc Expert winner, Troy McKee, repeated in that category Saturday riding a Hodaka. Gene Canady, who couldn't quite reach the winner's circle with a pair of seconds in the 125cc and 250cc Expert classes, came up with his third second behind McKee on his Sachs. John Rice (Sac) crossed the line third.

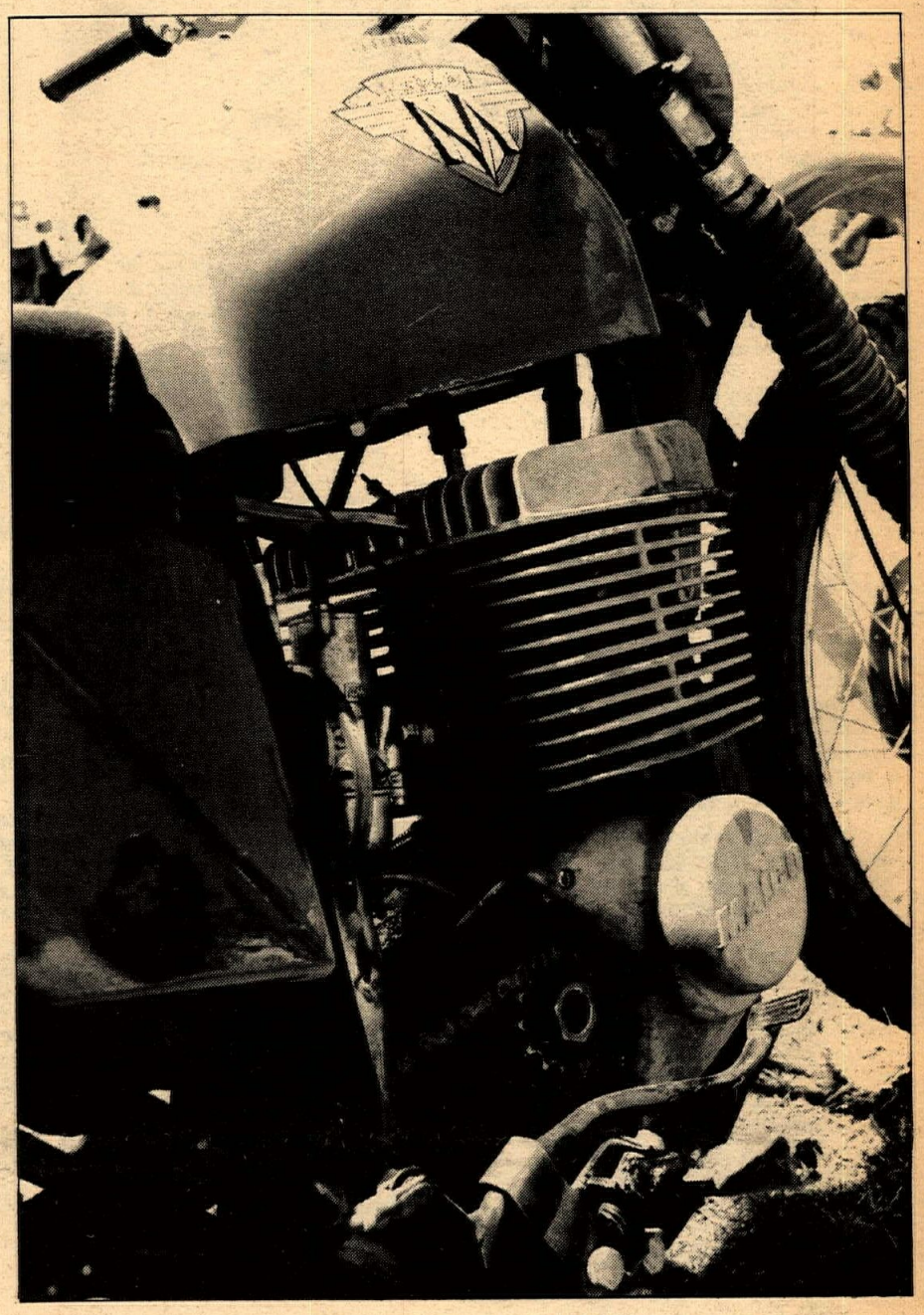
Rich Marquis, Bill Bell, and Bill Larson made Hondas victorious in the 350cc all-class race as they faced the checkered flag one-two-three respectively.

All riders agreed the track was fast and great to ride with all types of areas combined – hills, sharp turns, and one long straight-away. A strong wind off the beautiful Pacific Ocean less than half-a-mile away, kept the dust down and the plus-85 degree temperature quite bearable, both for the 600 riders and multitude of fans which numbered in the thousands during the two-day affair.

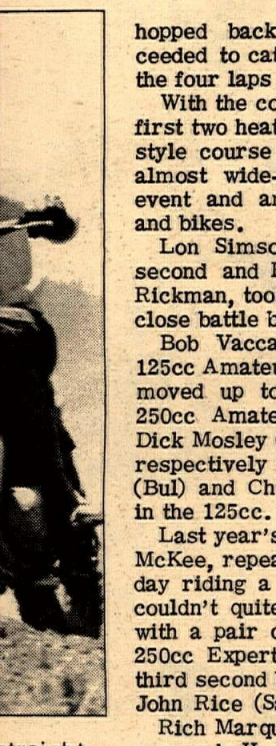
Scrambles, which are growing increasingly rare due to the difficulty in organizing them, seem to be the Dirt Diggers M.C. trademark as they again sponsored a smooth-running and highly organized event.

After a slow start on Saturday, the races fell a little behind schedule, caused greatly by the high number of participants and due partly to the fact that most of the early races would not begin until all riders from the previous race were off the course.

The Dirt Diggers quickly adjusted this by combining a few of the Amateur and Expert races together and starting the new race when the last rider of the previous race was half-way through the long course's final lap.



The new 501cc Maico carries massive barrel to house 91.6mm bore. Lars Larson devastated the Open class on this prototype.



3rd Annual All States
ruce Brown film crew.

Lars Larson pushes his Maico up one of many uphills. That's not all dust coming out Lars' exhaust.

Rickman rider turns it on as rider in rear uses leg as rutter to negotiate off camber section.

It began to run so smoothly, that on Sunday when the big bikes hit the dirt track, all events, including side hack, were finished by mid-afternoon.

The track will have its opening to the general bike-riding public Wednesday, July 1, with an official Grand Opening this Saturday, July 4.

Lee Williams, director of Sea Breeze Motorcycle Park, has set standard prices for the use of the track. Each person can get in for 50 cents with an additional charge of $2 per bike and $1 per mini bike.

The course is currently situated on the ocean side of the San Diego Freeway on the north end of the city of San Clemente.

(Results on page 22)

California Weekly Speedway

El Cajon Benefit

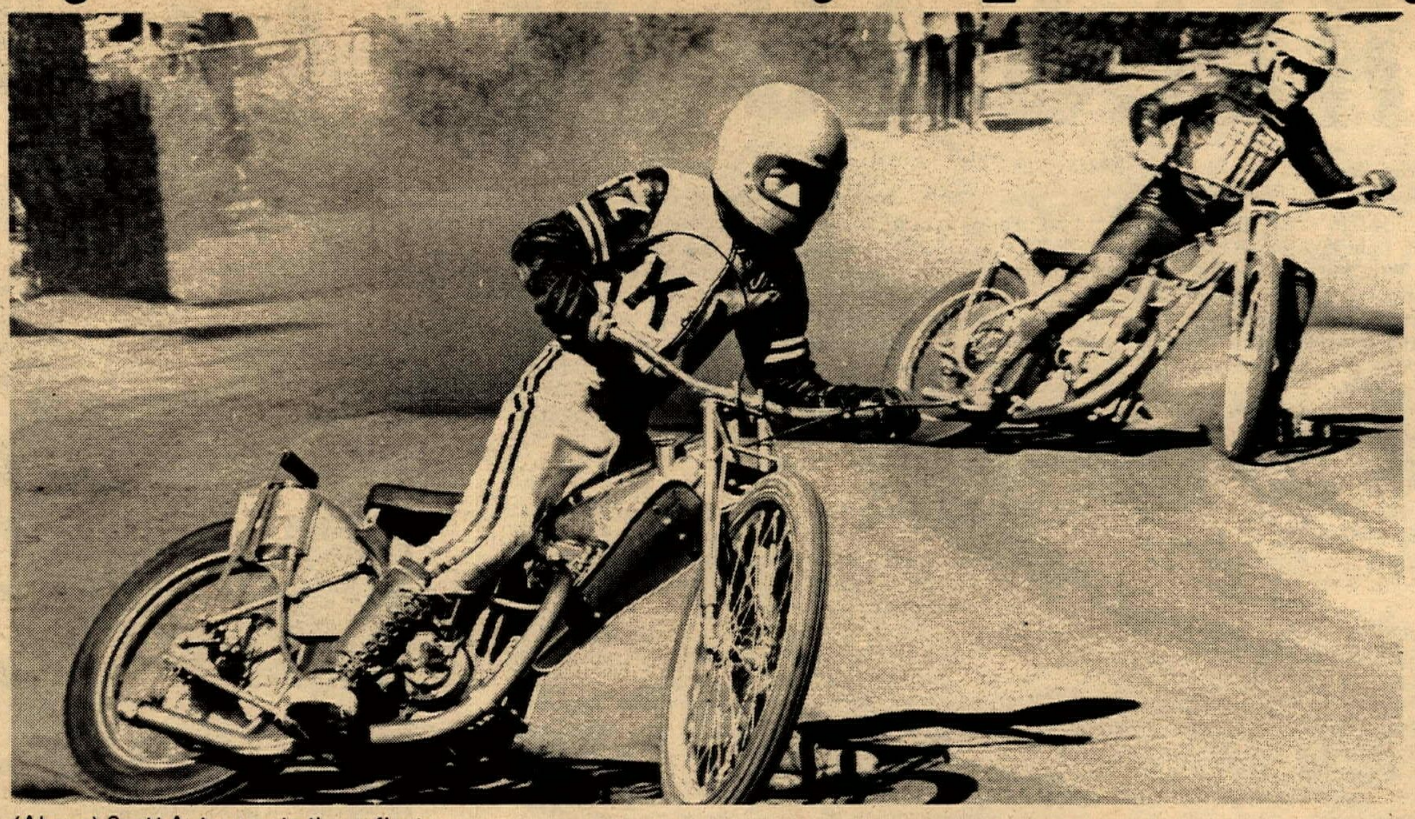
By Mike Capalite

EL CAJON, CAL., June 28, 1970 - Putting on the show as a benefit for Project GAP (El Cajon teenage recreation center), the Southern California speedway stars proved their versatility by adapting to the longer track, mastering the bigger corners with ease. Although the track, which is actually a High School running track, developed some bad ruts before the day was over, the action never slowed down a bit. One thing that proved out with the longer track was that a lot of the second division riders would soon be first division riders if all the speedway events were on a track this size.

TV star Billy Gray, who has only made the second division main once at Orange County, was riding like he owned the track as he led his heat all the way to the last lap when Robert Bruce aced him out. In the Second Division main, Billy took over the lead by taking Don Cullum on the outside and was stretching his lead out further and further when he hit some of the bad ruts going into the North corner and went down. This left the lead to Chuck Hatcher with Don Cullum right behind him. They kept it this way until the finish with Robert Bruce and Jim Ashworth in third and fourth. Keep an eye on Gray, he is determined rider and I believe we will be seeing more of him in the winner's circle.

The scratch main was the same line-up as the match race and Rick Woods again zapped to the lead out of the first corner, but Larry Heinselman was in second with Sonny Nutter third followed by Bill Cody. Although Cody tired to move up on Nutter a couple of times, there were no changes as Rick took the win with a quarter-of-a-lap lead.

The Handicap Main was another laurel for one of the newer riders as Scott Autry took the lead easily by being on the zero yard line while the rest of the riders were on the 40, 50, and 60 yard lines. Coming out, Sonny Nutter had moved into second while Woods was back in fifth. As Rick passed Sammy Tanner and Mike Konle to take over the third place position, it was the concensus of opinion that Nutter and Woods would pass Autry and the battle for the finish would be between Sonny and Rick. It seemed that someone forgot to tell Scott Autrey about this as he seemed to find a better line through the corners and instead of moving up on him, Nutter found himself following at the same distance no matter how hard



(Above) Scott Autrey gets there first-est with the mostest, while Sonny Nutter is the also ran. (Right) T.V. star Billy Gray displays the style destined to make him a speedway star.

PERFORMANCE By ME

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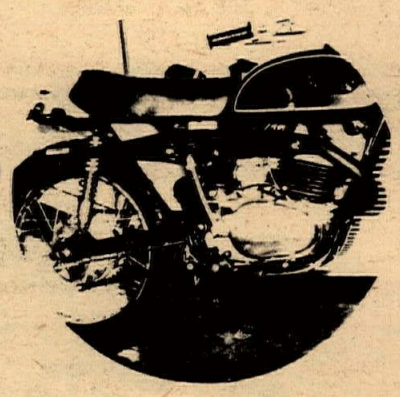

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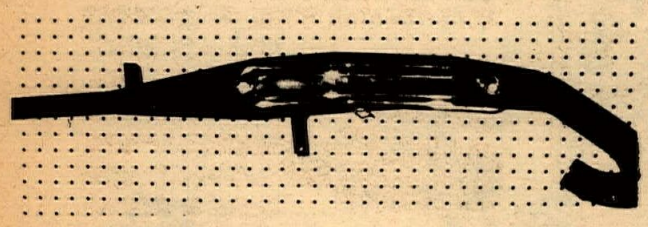

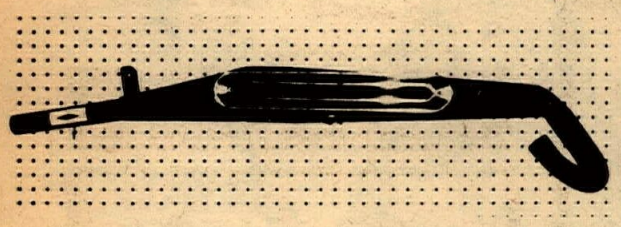

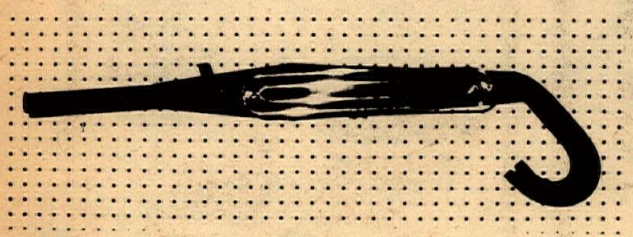

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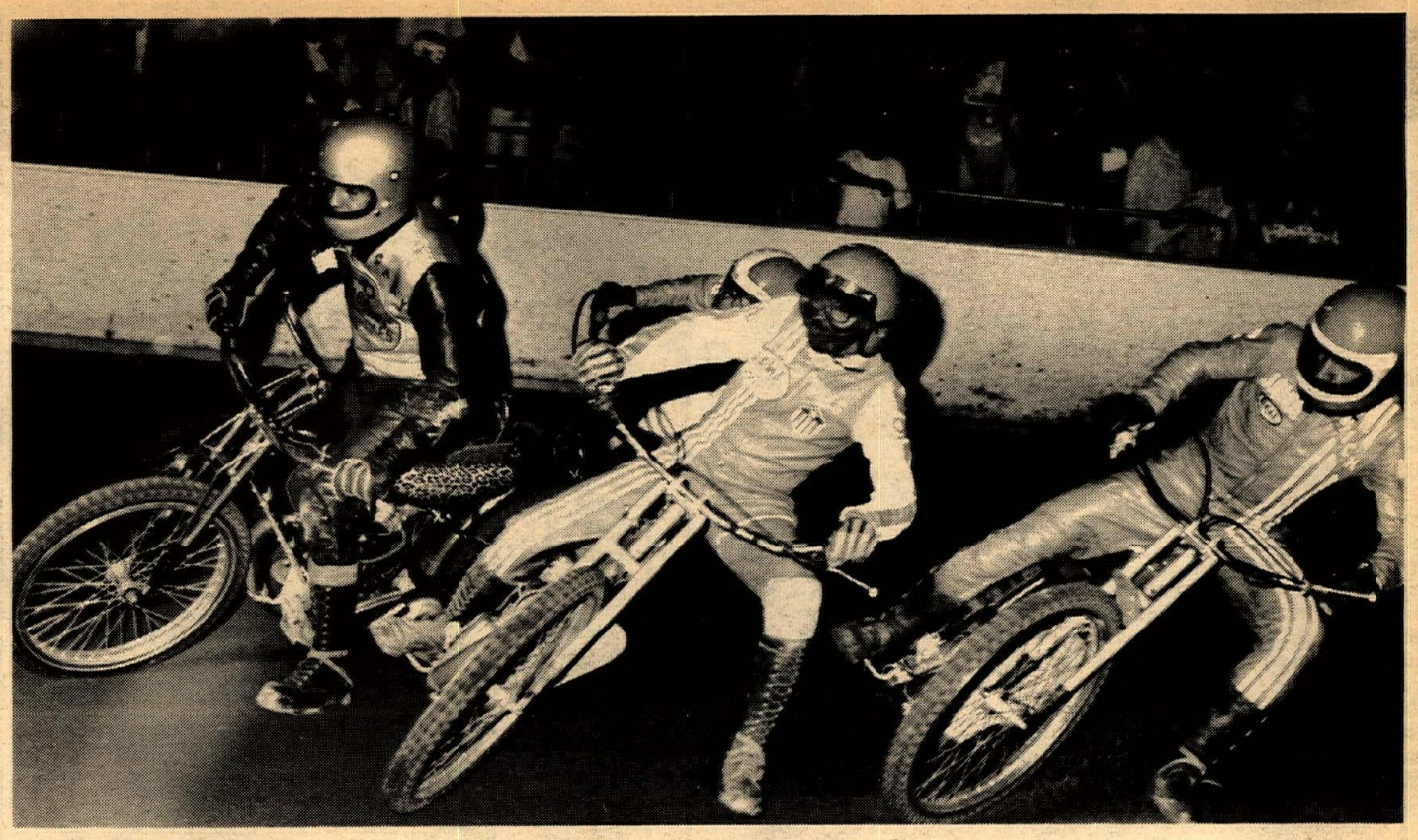
Tony Nichols



he tried. The fact that Rick was hardly closing the gap between himself and Sonny showed how hard Nutter was trying, but Scott was trying that much harder and held the same lead for two more laps to take a well deserved win.

It is a known fact that some of the handicap mains are won by low-handicap riders for the simple reason that the better riders do not have enough time to work their way through the pack to over take them before the checkered flag, but this time there was no thought of this as Scott proved he could hold his own against the best by keeping his lead the same for two laps being chased by Sonny Nutter and Rick Woods. The fans also voiced their approval with a huge ovation when Autrey was presented the trophy by the lovely trophy girl, Miss Roxy Hots. (Honest, that is her name.)

(Results on page 22)

Antelope Valley

Photos and Story by Dennis Greene

LANCASTER, CALIF., June 27, 1970 - Peter Palmer, owner and manager of the Great Bear Racing Team and current President of the S.R.A., returned the thrill-a-minute class "A" speedway show to the Antelope Valley Fairgrounds Saturday night.

The show was delayed over half an hour while track maintenance crews tried to remove the excess water on the track supplied by an over active water truck.

Headlining the night's program was the current speedway champion, Steve Bast, supported by the rest of the racing Bast family, brother Mike and Uncle Harlan. Rick Woods, last year's USA Speedway champion, was also on hand but was sidelined because of a minor mishap in the first event of the evening. He was trying to miss a downed rider and machine.

Rich was replaced in a special event by Sonny Nutter who was to suffer a similar fate. The event was called the best pairs series which matched the Bast brothers, Mike and Steve, against Larry Heinselmon and Sonny Nutter.

This event started off to be the fastest event of the night. A little too fast perhaps, for the unfavorable track conditions caused youn Mike Bast to lose control and take a tremendous spill in front of Sonny Nutter. Only Sonny's instant reaction and super riding talent kept this from being a serious accident. Sonny laid his bike down in a split second and managed to pull the front wheel out of a direct collision course with the sprawled Bast. Mike was able to return to the pits with the help of the rest of the family, but was unable to compete the rest of the nigt.

Sonny's reward was to come later in the evening in the main event, with a first place win and the lion's share of the purse, plus a warm embrace from the Antelope Valley flower queen, whose beauty complimented the beauty of the desert.

Orange County

By Mike Capalite

COSTA MESA, June 26, 1970– There was no doubt in anyone's mind Friday night as to who was the top rider at the Orange County Fairgrounds. Speedway ace Sonny Nutter brought home the glory for the Great Bear Racing Team as he stormed to the win in the Scratch Main. Sonny's winning form is an example of determination that can be traced by his record in the scratch mains at this oval.

In his first four times in the scratch main, he has finished second three times and fourth once. Twice he was beaten out by Rick Woods and twice by Bill Cody, and the man who quoted that 'revenge is sweet' must have been thinking of Sonny. Two weeks ago Nutter again made the Scratch Main and took home the win ahead of Rick Woods, but this victory was dulled by the inference that Ricks' injured hand held him back. This last Friday there was no doubt about it as Rick was riding like the Rick Woods of old, in fact they were pitted against each other in the Semi and Sonny had to settle for a second behind Rick, but in the Main Event it was another story as Sonny not only bested Woods, but also topped Bill Cody in the same race.

The feature Match Race this week pitted Dennis (the mouse) Gildehaus against Jim Raymond who is a consistent winner at Trojan Speedway. Off the line, it was Dennis on the inside and Raymond on the outside, but Jimmy was able to power into the lead and while trying to catch it back, Gildehaus lost his adhesion and went down in the corner and gave Jimmy an easy victory.

The tension was high for the Scratch Main as the fan clubs for these riders were pulling hard for them. Carrying the banner for the USA Racing Team was "Wild" Bill Cody while Sonny Nutter was the hope of the Great Bear Racing Team, these are the top rival teams, but a new addition was Mike Bast supported by the Bast Welding Racing Team. Last on the list and you might say he is a team by himself was Rick Woods riding for South Bay Cycles, a formidable group of opponents to say the least.

Off the line, it was Bill Cody into the corner first with Woods right behind him on the inside and Nutter right there on the outside. The crowd leaped to its feet as Nutter suddenly put on a terrific burst of speed and took over the lead on the outside coming out of the corner as Cody moved into second spot. Bill seemed to be having handling problems as he was getting into trouble in every corner and Woods moved into second and settled down to take Nutter, but Sonny wasn't having any of it and while Woods was at him all the way, Sonny did everything right and crossed the line a sure winner. The fans knew he had worked for this one and the ovation was thunderous as he returned to the pits.

(Results on page 22)

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RESULTS

GREENHORN ENDURO
May 30-31, 1970
Pearblossom, Calif.

OVERALL WINNER
Bob Steffan H-D-350 980
HEAVYWEIGHT CLASS A
(251cc & up)
Gene Burcham Tri-650 980
Steve Staats H-D-350 972
Tom Muto Hus-400 970
Richard Chase Nor-750 970
Bob Ewing Hus-360 965
Jack Hein Tri-650 962
Jon Thomas Tri-650 961
Buck Smith Tri-650 961
Jim Ahlefeld Yam-360 960
Larry Simonson Yam-360 954
Larry Salo Hus-360 951
Richard Ahlefeld Tri-650 941
Bud Howseman 941
Ken Rogers Jaw-350 922
Carl Bisbano Tri-500 920
Bill Menchen Kaw-350 912
Mike Harper Yam-500 911
Don Wimpress Gre-360 910
Cal Bottum Mai-360 899
Dave Holeman Mai-360 898
Fred Borgeson Yam-360 890
Bruce Lewellyn Jaw-402 888
Ron Hayter BSA-441 883
Wm. Grossi BSA-650 848
Bill Robinson H-D-828
Phil Patton Kaw-360 824
R.P. Marine Gre-380 748
Bud Howseman Nor-750 720
Lloyd Larson Bul-360 629
HEAVYWEIGHT CLASS B
(251cc & up)
James Crow, Jr. Tri-650 979
Mike Burke Tri-650 978
John Murrin Tri-650 975
Joseph Kulek BSA-500 973
Lyle Taylor Tri-650 973
Larry Freeman Tri-650 964
Alan Badgley Yam-360 951
Bob Campbell Hus-360 951
Tom Smith Hus-400 950
Marvin Parry Tri-650 949
Richard Robichaud Mai-360 939
Albert Drake Mai-360 938
Dick Harvey Mai-400 926
Chet Kohler BSA-441 910
Mike Harper Yam-360 907
Joe LaPorte Mai-360 906
Harry Egbert Yam-360 903
Gilbert Clement BSA-441 900
Sig Erson Bul-360 873
Joe Anastacio Mai-873
Steve Klooz C-Z-360 866
Lewis McCormick Yam-360 863
Roy Tillis Mon-360 857
Earl Moore Hus-360 827
Lendall Terry Jaw-402 802
Ron Schneiders BSA-441 801
Mike Cook Kaw-350 779
George Languist Mat-500 753
Mike Capalite Kaw-350 730
LIGHTWEIGHT CLASS A
(101cc to 250cc)
Tom Penton Pen-125 971
Earl Roeseler Yam-125 967
Dennis Gildehaus H-D-125 966
LeRoy Winters Pen-125 966
Eddie Day Tri-250 966
Jeff Heininger C-Z-250 966
Dave Evans Yam-250 965
Lars Larson Pen-125 965
Bill Ocheltree Gre-250 964
John Penton Pen-175 963
Dean Goldsmith H-D-125 959
Bill Messer Sac-125 956
Larry Haley Yam-250 953
Rex Hopkins Yam-250 952
Pete Bogardus Yam-250 951
Mike Lewis Pen-175 950
Ken Lewis Gre-250 948
Butch Nelson Yam-250 946
Charlie Hockie Bul-250 942
David Mungenast Pen-125 942
Roy Sheridan Yam-250 941
Eric Jensen Sac-125 935
Mike Adams Yam-175 932
Ken Lewis, Jr. Gre-250 925
Wayne King Gre-250 923
Jerry Bartlett Yam-125 912
Joe Davis Suz-250 906
Vernon Standiford Sac-125 900
Bill Wightman Duc-250 884
Joe DonMoos, Jr. Yam-175 884
Bob Collins C-Z-250 874
Dennis Biscoe Yam-250 850
Charles Timms Kaw-250 842
Steve Hurd Kaw-125 820
Wayne Matlock Yam-250 790
George Larson Sac-125 753
LIGHTWEIGHT CLASS B
(101cc to 250cc)
Bob Edwards Yam-250 967
Joseph Brickner Yam-250 963
John Kozlik Suz-250 951
Charles Alexander Yam-175 949
Tom Lamar Yam-125 945
Dexter Halldin Yam-250 943
Dale Eckhardt Hus-250 942
Barry Keenly Yam-250 938
Cal Sukut Yam-250 937
Don Hague Yam-250 936
Bob Dudleston Sac-125 930
Paul Leos Yam-250 923
James Dare Gre-250 922
Dave Darrow Oss-250 917
Dave Gradl Yam-250 915
Bill Grossi Yam-125 912
Mark Phillips Yam-250 911
Lyle Ottele Yam-250 910
Stan Kohler Oss-250 908
Jim Smith Yam-250 908
Ed Scheidler Yam-250 901
Mike Sterling Yam-250 889
Dave Vick M-Z-250 888
Floyd Burk, Jr. Kaw-250 886
Max Melchert Yam-882
Bryan Cochran Yam-250 877
Gary Calkins Yam-250 875
Joe Sprenger Yam-250 872
Steve Carter Yam-250 862
Jim Haskins Yam-250 859
Dan Knous Yam-250 855
Robert Heinrich Yam-250 844
James Hill Bul-250 843
Ralph Winkler Yam-125 842
Bob Rehberger Yam-250 842
Dale Lambert Gre-250 840
Gary Satterlee Yam-175 834
Michael McGrath Yam-250 833
Leon Graves Bul-250 817
Bill Bassett Yam-250 815
Pete Jonasen Yam-125 813
Mike Brooks Hus-250 811
Jeff Starr Yam-250 805
Norman Woodruff Bul-250 800
Gerald Rogers Oss-250 791
Hoyt Statham Hus-250 791
Bill Hair Oss-250 790
Steve Langford Yam-175 784
Kim Gifford Hus-250 783
Mike Matlock Yam-125 777
Larry McClellan Yam-250 777
Dale Coats Yam-250 766
Bob Piolatto Yam-175 739
Raymond Brown Bul-250 726
Rodger Williams Yam-250 725
John McInerny Yam-250 725
Ellie Howseman 721
Butch Broyles Yam-175 713
Ronald Surber Yam-250 685
TRAILBIKES CLASS A
(0-100cc)
Walt Baehr Sac-100 974
Dave Ekins H-D-100 971
Larry Roeseler H-D-100 967
Robert Nickelsen Bul-100 938
Jack Krizman H-D-100 924
Allen Lund Sac-100 873
Lynn Wilson Sac-100 845
TRAILBIKES CLASS B
(0-100cc)
Dave Semple, Jr. Sac-100 854
Donnie Kemp Sac-100 799
Shane MacDonald Hod-100 794
Bruce Parafiorito Kaw-90 526
FIRST TIME ENDURO RIDER
Mike Burke
FIRST OUT OF STATE RIDER
Bob Edwards (Arizona)
FIRST SIDECAR
Dan Rowlan (pilot)
Paul Kotas (passenger)
YOUNGEST FINISHER
Larry Roeseler – age 13 yrs.
FATHER/SON TEAM
Earl Roeseler (father)
Larry Roeseler (son)
AMA CLUB PARTICIPATION
Cactus Cats MC 17 entries
Shamrocks MC 13 entries
Prospectors MC 13 entries
AMA CLUB TEAM
Charlie Hockie/Bill Messer/Rex Hopkin
PROSPECTORS MC
SUNDAY ONLY
HEAVYWEIGHT CLASS A
(251cc-up)
Ernie May Tri-650
Frank Chase Yam-360
Norm Jones Yam-360
Earl Wilson Tri-650
Fred Arnold Bul-350
Mike Maginn Tri-650
HEAVYWEIGHT CLASS B
(251cc-up)
Darrell Ower Bul-360
James Wheater Hus-360
Walt Podolece Yam-360
Doreen Portner Tri-650
Jim Vick Hus-400
LIGHTWEIGHT CLASS A
(101cc-250cc)
Phil Turgasen Yam-250
Ray Bailer Sac-125
Punk Wilson Kaw-250
Keith Marshall Hus-250
Ron Riley Bul-250
LIGHTWEIGHT CLASS B
(101cc-250cc)
Gary Garland Yam-250
David Warnock Yam-125
Dick Young Yam-250
John Nightengale Suz-250
David Petersen Bul-250
Middy Buggio Oss-250
Ramon Astamendi Yam-250
Jim Durand Yam-250
John Arnold Yam-250
Dale Webb Yam-125
W. Ozzie Oswalt Hus-250
Mac Gower Yam-125
George Edwards Yam-250
Dennis Webb Yam-125
John Hornback Yam-250
TRAILBIKE CLASS A
(0-100cc)
No finishers
TRAILBIKE CLASS B
(0-100cc)
Tom Marshall Sac-100

6th ANN. FATHERS' DAY RACES
June 21, 1970
Rock Springs, Wyo.
By Elgy Shewey

100 B CLASS
Lynn Bemis Kaw
Joe Stanbury Kaw
Karl Bogataj Kaw
Val Jones Kaw
Fred Moore Kaw
100 A CLASS
Ray Merkley Kaw
Steve Powell Kaw
Rod Davis Hod
Mike Brown Kaw
Brian Logan Suz
175 A CLASS
Weldon Chivers Bul
Ray Merkley Hon
John Larrabaster Bul
Blain Davis BSA
Steve Powell Yam
250 B CLASS
Brett Logan Suz
Gary Ferrero Bul
Ken Ouellette Suz
Joe Julis Yam
Jim Swafford Kaw
250 A CLASS
Bill Gatti Yam
Al Caudell Bul
Craig Williams Suz
Rod Ficklin Bul
Ken Strong Bul
500 B CLASS
Jack Gaudern Yam
Larry Turcato Bul
Mac McCulley Mai
Sam Barnum Mai
Jim Gardner Yam
500 A CLASS
Dick Savala Bul
Ken Weskamp Mai
Weldon Chivers Bul
Mick Troyer Bul
Carl Weskamp Hus

TRIPLE-HEADER
Amarillo, Texas
June 21, 1970

MOTOCROSS
E. Brashear Oss
M. Quails Pen
J.M. Bayer Yam
B. Pullen Yam
TT SCRAMBLES
125 MAIN
J. Bedford Hod
Bill Brown Am-E
M. Quails Pen
R. Brown Yam
250 MAIN
D. Beer Bul
S. Whittenberg Bul
L. Rodgers Suz
E. Brasher Oss
SHORT TRACK
125 MAIN
Bob Brown Yam
J. Bedford Hod
J. McMurphy Am-E.
J. Sechrist Yam
250 MAIN
Bob Brown Yam
Bill Brown H-D
S. Whitenberg Bit
R. LeCrone Yam
OPEN MAIN
Bill Brown Tri
T. Johansen Hod
J. Stanley BSA
PRO. SHORT TRACK
MAIN
R. LEE Yam
S. Johnson Yam
D. Brown Yam
J. Posley Yam

HALF-MILE MOTOR-CROSS
McKinleyville, Calif.
June 21, 1970
By James W. Shipley

360cc-OPEN
R. Crivello
250cc
B. Lee (A)
B. Lankilla (B)
V. Visareo
C. Coles
J. Frzier
125cc
A. Thompson (A)
J. McConnell (B)
S. Sinclaire
T. Kennedy
J. Maupit
100cc
J. Smith
J. Myers
MINI-BIKE
R. Howard

RESULTS TROJAN
June 25, 1970
By Eddie Smith

TROPHY DASHES
125 TT
Dennis Hanson Yam
250 TT
Ron Powell Bul
125 FT
Kirk Redding Kaw
250 FT
Ron Powell Bul
MAIN EVENTS
Kirk Redding Kaw
Tommy Horton Kaw
Bob Sanders Kaw
Jack Settle Hod
Bill Hosford Bul
Craig Mulholland Kaw
125 TT
Dale Hopkins Yam
Dennis Hanson Yam
Kirk Redding Kaw
Joe Williams Yam
Don Chambers Yam
Raymond Wunno Bul
250 TT
Dan Carlton Oss
Irwin Moon Bul
Ron Powell Bul
Gary Anderson Bul
Rommy Horton AJS
Larry Moon Bul
100 FLAT TRACK
Kirk Redding Kaw
Bob Sanders Kaw
Jack Settle Hod
Jerry Bluff Kaw
125 FLAT TRACK
Lloyd Quintaro Yam
John Sperry Yam
Joe Williams Yam
Dennis Hanson Yam
Kirk Redding Kaw
Raymond Wunno Bul
250 FLAT TRACK
Ron Powell Bul
Stan Rogers Kaw
Gary Anderson Bul
Irwin Moon Bul
Bill Bartels Bul
Larry Moon Bul

HARE SCRAMBLES
Ponderosa, Calif.
June 6, 1970

OPEN CLASS
T. Muto Hus
R. Richardson Hus
L. Joines Hus
M. Henson Yam
T. Clodt Hus
J. Staton Yam
F. Malis Yam
J. Wotring Yam
TRAIL CLASS
C. Brooks Hod
T. Brooks Hod
J. Hill Hod
G. Wingate Kaw
OPEN CLASS
W. Garrett Hus
T. Brooks Jr. Hod
T. Clodt Hus
W. Pattison Yam
J. Drake Hus
B. Kude Hus
W. Pierce Suz
J. Lang Yam
TRAIL CLASS
D. Winchell Kaw
C. Brooks Hod
J. Hill Hod
T. Brooks Hod

HI BOOTS TT
South Bay Speedway
San Diego, Calif.
June 14, 1970
By Thane Tastro

OPEN EXPERT
Jim Harmon Nor
Earl Barker Tri
Dick Ribley Nor
250 EXPERT
Earl Barker Yam
Jim Chitwood Yam
Ray Vanderpool Yam
125 EXPERT
Jim Chitwood Yam
Richard Foster Yam
Larry Collie Kaw
OPEN NOVICE
Mike Konshak Nor
250 NOVICE
Kelly Evans Yam
200 NOVICE
Tom Bohler Bul
125 NOVICE
Mike McClees Yam
100 NOVICE
Jim Brockman Kaw

CYCLELAND SPEEDWAY
Chico, Calif.
June 20, 1970
By J. Noffsinger

HANDICAP EVENTS
100cc
Wally Murphy Kaw
John Allen Kaw
Tom Conway Kaw
200cc
Dale Wondergem Hon
Ron Hastings Am-E
Jim Hubbard Yam
250cc
Terry Hughes Hus
Dick Turner Tri
Ron Scott Yam
B MAINS
100cc
Wally Murphy Kaw
200cc
Ron Alves Hon
250cc
Mike Hanks Yam
SCRATCH MAINS
100cc
John Allen Kaw
200cc
Jim Hubbard Yam
250cc
Dick Turner Tri

P.S.R.A. POINT STANDINGS
By Jim Crawford

125cc CLASS
Gary Clements 112 pts.
Mike Knoettgen 93
Joe Schad 50
Marvin Whitham 32
Jim Montgomery 13
Tom Long 6
Ron Hensley 3
Butch Randall 3
Chris Black 2
250cc CLASS
Gary Witt 90
Merlyn Micheal 73
Rob Knoettgen 70
Tony Martin 65
Gene Engberg 44
Rod Westhoff 24
Joe Gerard 21
J.E. Crawford 12
Art Patrick 6
Dan Graves 3
500 CLASS
Art Patrick 52
Tony Martin 35
Marc Miles 34
J.E. Crawford 20

ELSINORE
June 20, 1970
By Lorri Lee

MINI BIKES
G. Erickson
C. Maikley
S. Egli
POWDER PUFF
L. Burk Kaw
D. Jarman Yam
K. Bochert Hod
D. Odom Hod
100 NOVICE
1st MAIN
R. Edge Kaw
D. Briggs Kaw
R. Maahs Kaw
R. Smith Suz
2nd MAIN
R. Milner Kaw
R. Aquirree Kaw
G. Erickson Suz
D. Remp Suz
200 NOVICE
G. Mitchell Oss
J. Potts –
S. Partrud Yam
R. Simon Yam
125 NOVICE
D. Johnston Yam
R. Mingelli Yam
A. Basile Yam
P. McDonald Yam
C. Fruchey Yam
250 NOVICE
1st MAIN
M. Arrambick Oss
R. Smith Bul
R. Holmes Yam
J. Hoyt Suz
2nd MAIN
M. Myers Yam
B. Bramlett Mon
D. Quick Yam
D. Green Bul
250 NOVICE
H. Kessinger Kaw
W. Goodwin –
L. North Hon
500 NOVICE
D. Remp Eso
D. William Mon
S. Lowell Mon
J. Wilhoit Duc
100 EXPERT
R. Trip Kaw
J. Colman Kaw
D. Briggs Kaw
D. Hampton Kaw
125 EXPERT
L. Bird Yam
D. Johnston Yam
D. Hopkins Yam
R. Minghelli –
250 EXPERT
V. Hannon Kaw
J. Sperry Oss
D. Hannon Bul
R. Tripp Yam
500 EXPERT
J. Isaacs Yam
E. Steffen Yam
T. Gillespie Kaw
S. Nichols Yam
OPEN EXPERT
J. Isaacs Yam
V. Hannon Kaw
R. Vanderpool Ric
SPEC. EXPERT
R. Vanderpool Ric
J. Sperry Oss

HALF-MILE
Elma, Wash.
June 21, 1970

15 & UNDER CLASS
Ken Sears
125cc 'A' MAIN
D. Hendrickson
Craig Calvin
Vince Holt
Doug Lean
125cc 'B' MAIN
Mark Baker
Jack Mills
Bruce Bille
200cc MAIN
Russ Hollinback
Dean Singer
Bill Waite
Tony Rodriques
250cc 'A' MAIN
Don McCloud
Mike McKeeman
Dan Breck
250cc 'B' MAIN
Tom Watterson
Bob Davis
Paul Southerland
500cc MAIN
Cisco Gonzales
Vaughn Hougen
Dale Pace
Jack Mills
OPEN CLASS
Squire Tomasie
Roger Stanley
Mike Elder
Bruce Reynolds

ENSENADA MOTOCROSS
Ensenada, Mexico
June 21, 1970

125cc
Oscar Lujan Hon
Lee Fabry Hod
Herb Shem Bul
Cesar Galindo Bul
Marc Davey –
250cc
Al Wurtzel C-Z
Fred Roberts C-Z
Paul DeLaTorre Bul
Danny Puetz Bul
Steve Italiano C-Z
OPEN
Paul DeLaTorre Bul
Gary Colbert –
Herb Shonz –
TROPHY DASH
David Brooks Bul
"SPECIAL CHALLENGER RACE"
Oscar Lujan
"CHALLENGER TRO."
Ganador R. Flores
(5-RACE PT. TOTAL)
Cesar Ivan Galindo
Oscar Lujan

CMA MOTOCROSS
Salt Lake City, Utah
Sunday, June 21, 1970
By Larry Knop

100B
Jerry Davis Yam
Rex Johnson Hod
Shaun Speaker Suz
100A
Bob Brown Suz
Will Terry Hod
Brian Shafter Yam
125B
Buz Herrington Yam
Larry Knop Yam
Lee Rasmussen Pen
125A
Jon Henry Yam
Jim Clark Yam
175
Steve Burgess Yam
Kevin Croft Yam
250B
Randy Kerr Hus
Marty Kent C-Z
Page Whitman Yam
250A
Jon Henry Yam
Warren Spencer Yam
OPEN
Frank Myers Yam
Cal Crosby Hus
S. Pollard Hus
M.R. Pollard Hus

CMC MOTOCROSS
Saddleback Park, Calif.
June 28, 1970
By John Shedd

100 JR.
T. Lunde Yam
B. Rowe Hod
B. Fisk Bul
B. McKee Hod
M. Paulsell Hod
125 EX. INT.
B. Holcomb Pen
L. Pfutaenreuter Bul
M. Rick Bul
B. Silverthorn Sac
D. Emler Sac
125 JR. DIV. I
D. Weeks Pen
P. Flynn Yam
G. Thatcher Bul
P. Brinkman Bul
R. Lopez Yam
125 JR. DIV. II
C. Hecker Pen
J. Maeda Bul
R. Cope Sac
T. Ketcham Sac
B. Hawsen Yam
125 JR. DIV III
L. Dunn Bul
J. Culwell Yam
C. Messick Yam
J. Million Yam
G. Martini Sac
250 EX. INT.
J. West AJS
C. Lunde CZ
B. Holcomb CZ
D. Smith Oss
J. Rubic CZ
250 JR. DIV. I
J. Fackler Yam
J. Cook CZ
B. Witte Oss
D. Chandler CZ
S. Bagnard Bul
250 JR. DIV. III
J. Jackson Hus
J. Hawthorne Oss
B. Leavitt Kaw
M. Dailey Kaw
G. Gipson Hus
500 EX. INT.
J. West AJS
B. Clements Hus
M. Runyard Mon
G. Smith Mai
M. Cram Bul

All Bob Grossi can do is win the race.
(and that's a lot!)

We know the best way to tell people about it.

Tom Walsh
Advertising Manager

Cycle News Advertising
213-427-7433

TT RACE
Ashland, Oregon
June 21, 1970

OPEN CLASS
TROPHY DASH
Bob Vaughn Tri
A MAIN
Bob Vaughn Tri
Mike Lawless Tri
Tom Amyx Bul
B MAIN
Darrel Thetford Tri
Collin Bower Hon
Sonny Knutson Tri
250cc TROPHY DASH
Danny Ginther Oss
A MAIN
Danny Ginther Oss
J. Bergquist Mon
Rick Bergquist Yam
B MAIN
Jack Underwood Yam
Al Amyx Kaw
Rick Bliss Par
C MAIN
Wes Word Suz
Larry Howard Yam
Doug Coffman Suz
200cc Tr

200cc TROPHY DASH
D. Estremado Bul
A MAIN
Danny Ginther Oss
D. Estremado Bul
Mike Craig Bul
B MAIN
Don Thumler Bul
Jim Brotherton Yam
Dan Dickson Oss
125cc TROPHY DASH
Wayne Dole Sac
A MAIN
Wayne Dole Sac
Don Thumler Yam
Tom Jones Yam
B MAIN
Steve Fisher Yam
John Lawton Yam
Bob Decker Sac
100cc TROPHY DASH
Randy Johnson Kaw
A MAIN
Peter Simonson Kaw
John English Suz
Marv Joiner Kaw
B MAIN
Doug Coffman Suz
Marion Warren Kaw
Sonny Knutson Yam
100cc UNDER 16
TROPHY DASH
John Shauble Kaw
A MAIN
Jerry Shippy Kaw
Dale Ruth Kaw
R. LaFontaine Hod
B MAIN
Dave Reed Sac
Kevin Coffman Suz
Rich Word Suz
C MAIN
Lewis Booth Suz
Chuck Baker Suz
Greg Trigg Suz
MINI BIKES
A MAIN
Paul Joiner Sac
Darwin Ault Suz
Robert Johnson Hon
B MAIN
Bob Trigg Mav
Gina Thumler Hon
Vicki Osborn Mav
POWDER PUFF
TROPHY DASH
Karren Word Suz
A MAIN
Judy Johnson Tri
Debbie Thompson Bul
Kathy Johnson Kaw
B MAIN
Barbara Warren Kaw
Marjie Trigg Suz
Gail Russel Tri

ANTELOPE VALLEY SPEEDWAY
Lancaster, Calif.
June 27, 1970
By Dennis Greene

SCRATCH CONSOLATION
Sammy Tanner
Bruce Haserot
Harlan Bast
Mike Bast
SCRATCH MAIN
Steve Bast
Stuart Morley
Norm Ellege
Greg Haserot
HANDI. CONSOLATION
Tom Bannon
Tom Warren
Norm Ellage
Bill Arnold
Al Gunter
HANDI. MAIN
Sonny Nutter
Bruce Flanders
Steve Bast
Harland Bast
Bruce Haserot

ORANGE CO. SPEEDWAY
June 24, 1970
By Rich Hoffman

0-125cc JR. TT
Phil McDonald Yam
Scott Smith Yam
Rodney Parsons Bul
Greg Jensen Yam
S. Henrickson Bul
Mike Thomas Kaw
Robby Mac Ewen Yam
Roger Liberator Yam
Keith Crecelius Kaw
Robert Crecelius Kaw
0-125cc SR. TT
B. Frauenberger Bul
Scott Autrey Yam
Dave Tudor Yam
Dan Headrick Bul
250cc JR. TT
Scott Smith Yam
Doug Hannon Bul
Rick Isbell Kaw
Myles Johnson Yam
Randy Riggs Yam
Brian Test Yam
Morris Malone AJS
Jay Hunter Yam
Bob Prior Bul
Jon Derhammer Kaw
Steve Jones Oss
250 SR TT
Vic Hannon Kaw
Carroll Heiland Oss
Ron Ringen Kaw
Dave Fletcher Bul
Steve Johnson CZ
500 cc JR. TT
Steve Thomas BSA
Don Williams Mon
Brian Test Yam
Robby Mac Ewen Tri
Bob Lucke Hon
Robert Kuehn H-D
Carl Cotton CZ
Jim Youngblood Yam
0-125 cc JR. ST
Phil McDonald Yam
Scott Smith Yam
Doug McIntyre Bul
Mike Thomas Kaw
Rodney Parsons Bul
Robert Crecelius Kaw
Robby MacEwen Yam
Terry Griner Yam
Bill Burton Kaw
Keith Crecelius Kaw
Steve Flowers Yam
0-125cc ST ST
Scot Autrey Yam
Bob Frauenberger Bul
Dave Tudor Yam
Dan Headrick Bul
250cc JR. ST
Randy Riggs Yam
Doug Hannon Bul
Scott Smith Yam
Rick Isbell Kaw
Don Emmons
Bob Bramlett Mon
Robby MacEwen Yam
Bill Wheeler Bul
Jay Hunter Yam
Steve Jones Oss
Bob Prior Bul
250cc SR ST
Vic Hannon Kaw
Scott Autrey Yam
Dave Fletcher Bul
Stan Rogers Kaw
Gary Scroggins Yam
Carroll Heiland H-D
Larry Shaw Bul
Steve Johnson CZ
500cc JR ST
Bill Goff H-D
Robby Mac Ewen Tri
Jim Youngblood Yam
Don Williams Mon
Bob Lucke Hon
500cc SR ST
Vic Hannon BSA
Al Smith BSA
John Issaccs Yam
Steve Thomas Yam
B. Frauenberger

CLOVIS 1/2 MILE
Clovis, Calif.
June 27, 1970

EXPERT
Jim Odom Tri
Tom Rockwood Tri
Dave Hansen Tri
Dewayne Keeter Nor
Ralph Waldman BSA
Carl Patrick Tri
Bob Scally Tri
Russ Powell Tri
Cliff Aksland Tri
Terry Sage Tri
AMATEUR
Bill Morgan H-D
Ron Davies Tri
Dave Bellina Tri
John Hately Tri
John Fritz
Greg Hodges Tri
NOVICE
Kenny Roberts Suz
Les Costanza Oss
John Rice Yam
John Olgilvie Bul

TRIPLE M SPEEDWAY
Marysville, Calif.
June 20, 1970
By Lucky & Vi Kirby

100cc NOVICE
Larry Fry Kaw
Norman Denny Kaw
James Arden Kaw
Bert Clark Hod
125cc NOVICE
Doug Nelson Bul
Bob Moore Sac
Bob Morris Yam
Wes Whitten Yam
200 NOVICE
Joe Carrando Bul
phil Carrando Bul
Tom Legg Bul
Mike Kouse Yam
250 NOVICE
Tom Bowie Suz
Kurt Jorgenson Yam
Chris Engstrom Bul
Bill Da Prato Hus
Paul Orlandi Yam
200/250 AMATEUR
Ray Atkinson Hus
Robert McCoy Bul
John Vance Bul
205 EXPERT
Merrill Beidleman Oss
Steve Yound Suz
OPEN NOVICE
Bill Hart Mon
Dennis Custrad Mon
Jerry Gansberger Mai
500/650 EX/AM
Greg Hubbs Mai
Bill Krill Yam
Kenneth Hatch Tri

MOTO CROSS
American Cycle Assoc.
Saddleback, Calif.
June 21, 1970

100cc SPORTSMAN
B. Mc Dougal Hod
Tim Lunde Yam
Mark Hutchins Sac
125cc SPORTSMAN
Don Weeks Pen
Mark Rick Bul
Gary Thatcher Bul
Wen Beckwith Yam
Chris Jackson Yam
W. T. Fletcher Zun
250cc SPORTSMAN
Jim Culwell Mon
John Hawthorne Oss
Cliff Hagen
Gary Stokes Gre
Gary Brittain Hus
Frank Rowe Gre
Jeff Zumwalt Yam
500cc SPORTSMAN
Ken Ratzloff Mon
Brenny Coates CZ
Phil Mailloux
Bob Mortensen Mai
Richard Franklin Mai
Bill Baxter Mai
Larry Geese Hus
Mearle Collier Mai
Larry Kopp CZ
500cc SENIOR
Greg Smith Mai
Ron Fry Hus

AMA NATIONAL
ONE-HALF MILE
Columbus, Ohio
June 28, 1970

AMATEUR FINAL
Red Beauchamp H-D
P. Pressgrove BSA
Don Emde BSA
John Gardner H-D
Ernie Hood Tri
N. Blochinger BSA
John Skinner BSA
Rik Holly
Ron Butler Tri
Doug Sehl Tri
Gary Fisher Tri
Teddy Newton Nor
EXPERT FINAL
Dave Sehl H-D
Ronnie Hall BSA
Larry Balmgren Tri
M. Brelsford H-D
Gene Romero Tri
Jim Rice Bsa
Frank Gillespie Tri
Larry Darr H-D
Bart Markel H-D
Keith Mashburn Yam
Mert Lawwill H-D
George Roeder H-D

MOTOCROSS
Deadman's Point, Calif.
June 21, 1970

100 DIVISION I
S. Garl Hod
J. Hoover Hod
E. Irsik Hod
100 DIVISION II
Wilsford, Sr. Hod
J. Harwood Hod
J. Brans Hod
125 DIVISION I
G. Ferris Yam
J. Rathburn, Jr. P3n
M. Howell Yam
W. Shurte Yam
125 DIVISION II
J. Robinson Yam
V. Peterson Sac.
J. Stout Yam
W. Walton Yam
125 DIVISION III
J. Sexton Yam
C. Bybee Yam
C. Mott Bul
R. Kaeding Yam
250 DIVISION I
R. Staten Oss
G. Whitehead Hus
G. Bevans Hus
H. Baldwin CZ
B. Nelson Yam
L. Moors, Jr. Yam
J. Orueta Yam
T. Pratt CZ

SCRAMBLES
Brush Prairie, Wash.
June 21, 1970
By. N. A. Williams

BEGINNER'S 100cc
TROPHY DASH
Ken Celorie Kaw
A MAIN
Don Dodge Kaw
Ken Celorie Kaw
Guy Williams Hon
100cc TROOHY DASH
Bill Lewis Kaw
A MAIN
Bill Lewis Kaw
Alan Mundt Kaw
Rupert Dykstra Kaw
200cc TROPHY DASH
Tim Lockwood Bul
A MAIN
Tim Lockwood Bul
Dave Ditter Yam
Max Eisenborn Yam
250cc TROPHY DASH
Dave Ditter Yam
A MAIN
Dave Ditter Yam
Ricky Graves Kaw
Harold Evans Bul
500 cc TROPHY DASH
Doc Harmon Kaw
A MAIN
Dale Hixson Yam
Ron Olson Hon
Howard Bushman BSA
OPEN CLASS
TROPHY DASH
Vern Perry Tri
A MAIN
Vern Perry Tri
Henry Schram Tri
Mark Baker Tri

DESERT KNIGHTS M.C.
Hare Scrambles
June 28, 1970
By Dick Wright

R. Thorwaldson	500EX	Ric
Mike Patrick	500EX	Yam
steve Kirk	500 EX	Mon
Tom Muto	500 EX	Hus
Wes Anderson	250EX	Bul
Mel Green	250EX	Yam
George Auber	250EX	
J. Nicholson	250EX	CZ
Dave Trib	250AM	Hus
Morris Norman	500EX	Hus
Frank Russo	500EX	Hus

100cc

Jack Morgan	EX	Hod
Terry Clark	EX	H-D
Ken Buckspan	EX	Yam
Allen Lund	AM	Sac
Glenn Boggs	Nov	Hod
Gregg Hawks	AM	Hod

AMA NATIONAL TT
Hinsdale, Ill.
June 26, 1970

EXPERT FINAL
Eddie Mulder Tri
Skip Van Leeuwen Yam
Chuck Palmgren Yam
Jim Rice BSA
Dusty Coppage Yam
Don Castro Tri
Dave Sehl H-D
Dick Mann BSA
Gene Romero Tri
Bart Market H-D
Dave Aldana BSA
Mark Brelsford H-D
AMATEUR FINAL
Ed Hermann Tri
Bob Robinson Bul
Jack Hendler BSA
Gary Neeley BSA
Gary Fisher Tri

250 DIVISION II
C. Smith Oss
C. Wayne Yam
C. Bybee Mai
D. Brown Yam
J. Kraus Hus
R. Schubert Yam
R. Hufnagle Hus
B. Crandall Oss
250 SR.
L. Mullock CZ
500 JR.
D. Nelson Hus
D. Andrews Hus

OASIS SCRAMBLERS' TT
Fallon, Nevada
June 20, 1970
By Claudia Miller

100cc NOVICE
Ron Draper Hod
Donald Rudd Hon
Gary Cheek Hod
125cc NOVICE
Mike LeRoy Yam
Ron Skinner Yam
Rich Mac Murray Yam
200cc NOVICE
Marty Tolotti Hon
Bill Daane Bul
H. Hybarger Hon
S. F. Hartley Bul
250cc NOVICE
W. Hutchinson Yam
John Perry Suz
Larry Hicks Yam
Jim Murdock Yam
Dennis Forbush Suz
250cc AM. EX
Bux Busey Bul
Bill Krejei Gre
375cc NOVICE
Leroy Kay Mai
John Perry Mon
Elvon Hoskins Mon
Bill Buvall H-D
375cc AM.-EX.
Jeff Carson CZ
J. Cunningham Mon
OPEN NOVICE
Fred Rogers Tri
Bob Foster Tri
Btuch Harver Tri
OPEN AM-EX
Barclay Trehal Hus
Charlie Stewart Tri

SPEEDWAY RESULTS
Orange County Fairgrounds
June 26, 1970
By Mike Capalite

HANDI. CONSOLATION
Rick Woods Jaw
Greg Haserot Jaw
Dennis Gildehaus Jaw
Larry Earhart Jap
Rick Blake Jap
Gary Fishburn Jap
SCRATCH CONSOLATION
Larry Shaw Jaw
Dennis Gildehaus Jaw
Mike Konle Jaw
Steve Bast Jaw
2nd DIVISION MAIN
Jimmy Stein Jap
Chuck Tidwell Jaw
Tommy Bannon Jaw
Larry Lee Jaw
Jan Crawford Jap
Lars Larson Jaw
FEATURE MATCH RACE
Jimmy Raymond Jaw
Dennis Gildehaus Jaw
HANDICAP MAIN
Les Chanky Jaw
Bill Cody Jaw
Steve Bast Jaw
Harlan Bast Jaw
Mike Bast Jaw
Scott Autry Jap
SCRATCH MAIN
Sonny Nutter Jaw
Rick Woods Jaw
Mike Bast Jaw
Bill Cody Jaw

HAYWARD SPEEDWAY
Hayward, Calif.
June 28, 1970
By Bill Spencer

100cc NOVICE
Mike Seidel Kaw
Mike Menesini Kaw
Dan Jensen M-B
125 NOVICE
Randy Miller Yam
Nick Nazzisi Yam
Bob Digges Bul
175 NOVICE
Len Hatton Yam
Chuck Miller Bri
Larry Alexander Kaw
200 NOVICE
Pat Walker Bul
Ron Taboada Bul
200 AMATEUR
Rocky Malynn Suz
Pat Hennen Hon
250 NOVICE
Doug Wright Bul
Reg Kittrelle Bul
Mark Achterman Yam
250 AMATEUR
Steve Hernandez Bul
Steve Pestoni Suz
John Redmond Yam
250 EXPERT
Jim Foley Bul
Bill Budde Bul
Carlo Lucia Bul
350 NOVICE
Terry Code Hon
Mike Walter Hon
Russ Scofield Hon
500 NOVICE
Jim Moyles Tri
Al Lockrem Tri
Ron Rothwell Yam
500 AMATEUR
Len Mortensen Hon
Don Tindall Tri
Gene Schuller H-D
500 EXPERT
Al Kenyon Bul
Ed Baldwin Mai
650 NOVICE
B. Garsberger Tri
Ron Talbot Tri
Jim Hayhurst Tri
650 AMATEUR
Mike Sarandria Tri
Ron Kain Tri
650 EXPERT
Rick Otto Tri
Phil Ray Tri
B. Landsborough BSA

LODI CYCLE BOWL
Lodi, Calif.
June 21, 1970
By Bill Spencer

100cc NOVICE
Dennis Spence Kaw
Bill Tallant Hon
Duane Smith Kaw
100cc AM.EX
Neil Mac Dannald Yam
Rory Muscatell Hod
125 NOVICE
Gary Compnel Bul
Doug Searsen Yam
175 NOVICE
Len Hatton Yam
Tom Seidel Kaw
200 NOVICE
Vilas Burgess Bul
Rich Brown Bul
200 AM
Pat Hennen Hon
Dan Cosio Bul
Jim Denny Bul
250 NOVICE
Mike Musgrove Yam
John Emerson Oss
Jerry Barry Suz
250 AMATEUR
Kevin Morrison Bul
Bill Bourgeois Bul
Ivan Shigemasa Mon
250 EXPERT
Cliff Aksland Bul
John Gennai Bul
Derek Olsen Bul
100cc WOMEN
Debbie Jackline Kaw
Lynn Gutierrez Kaw
350 NOVICE
Tom Linville H-D
Bud Vaga Hon
350 AMATEUR
Lee Benton Kaw
Jim Conway Bul
500 NOVICE
Vic Sloane Mon
Don Wolfe Tri
Rodney Travers Tri
500 AMATEUR
John Taylor Bul
Bob Lind Mai
Gun Landy Bul
500 EXPERT
Al Kenyon Bul
John Green Mon
Jim Foley Yam
650 NOVICE
Ron Stuckert BSA
Pete Feikert BSA
650 AMATEUR
Al Ludwigsen Tri
Jim Boucher Tri
650 EXPERT
Bud Smith Tri
Bob Masters Tri
Gene Conant Tri

CYCLELAND SPEEDWAY
Chico, Calif.
June 27, 1970
By John Noffsinger

HANDICAP MAIN
100cc
1st
Larry Smith
2nd
John Allen Kaw
3rd
Tom Southam, Jr. Bul
200cc
1st
Rick Hocking Bul
Dan Toby Yam
Jim Hubbard Yam
250cc
Lowell Moural Yam
Dick Turner Tri
Joe Allen Kaw
B MAINS
100cc
Ray Terry Yam
200cc
Ron Alves
250cc
Ron Scott Yam
SCRATCH MAINS
100cc
Larry Smith Hon
200cc
Ted Bare Yam
250cc
Dick Turner Tri

MOTO CROSS
Miramar, Calif.
June 28, 19970
By Mike Morgan

OPEN NOVICE
Jeff Baird Hus
Jim Lenhart Mai
Bob Hartley Hus
1st 250 NOVICE
Rod Clucas CZ
Rocky Rudolph CZ
Allen DiBecka Mai
2nd 250 NOVICE
Gordon Jasper Hus
Jeff Roberts CZ
Gary Nichelson AJS
175cc NOVICE
David Norton Yam
Dennis Russell Yam
James Mathis Yam
1st 125 NOVICE
Kevin Wolfe Pen
Bob Gunderson Yam
Bob Kellogg Pen
2nd 125 NOVICE
Perry Mc Carty Bul
John Rossi Yam
Kin Neibauer Yam
100cc NOVICE
John Bartley Bul
Chris Christenson Sac
Bruce Wygel Bul
OPEN EXPERTS
1st
Scott King Mon
2nd
Bruce Trobett CZ
3rd
Gene Fetty Hus
250cc
1st
Kasey Smith CZ
2nd
Brad Brown CZ
3rd
Gene Fetty Hus
125cc EXPERTS
1st
P. DeBenedetti A-E
2nd
Eddie Foland Yam
David Rheaume Yam

HAYWARD M.C.
Hayward, Calif.
June 27, 1970
By Bill Spencer

100 NOVICE
Jim Costa Suz
Mike Seidel Kaw
Randy Booth Bul
100 NOVICE B
Jeff Hatfield Bri
S. Fredrickson Hon
Paul Duncan Kaw
125 NOVICE
Doug Kershaw Yam
Bob Digges Bul
Kim Cardin Yam
175 NOVICE
Len Hattoon Yam
Wade Ulrich Hon
Chuck Miller Bri
200 NOVICE
Jim Erfantino Bul
Bob Mc Cleshay Bul
200 AMATUER
Aaron Asman Bri
Rocky Malynn Suz
Dan Cosio Bul
250 NOVICE A
Ron Valente Yam
Gary Swingle Yam
Glenn Turman Yam
250 NOVICE B
Ken Madera Bul
Doug Wright Bul
Dennis Tomblein Bul
250 AMATEUR
Bill Bourgois Bul
Barre Love Suz
Ted Bailey Oss
250 EXPERT
Jim Foley Bul
S. Breqsford Bul
Randy Love Suz
350 NOVICE
Rod Clark Hon
Bud Vargo Hon
Warren Robinson Hon
350 AMATEUR
John Hall Hon
Gene Schuller Hon
len Mortensen Hon
500 NOVICE
Howie Zangirin Tri
Joe Barry Met
Al Lockrem Tri
500 AMATEUR
Mike Farley Tri
Don Tindall Tri
J. Castelhano Mon
500 EXPERT
Rich Jacobs Tri
John Hlebo Hon
650 NOVICE
Sonny Victor Tri
Rod Talbot Tri
Larry Trawthan BSA
650 AMATEUR
Mike Sarandria Tri
Ron Stuckert BSA
Ron Kein Tri
650 EXPERT
Bruce Anderson Tri
Rick Otto Tri
C. De Cecco Tri

ASCOT HALF MILE
Gardena, Calif.
June 26, 1970
By Dewitt Thuett

EXPERT MAIN
Tom Rockwood Tri
Paul Conserrie Nor
Mel Lacher H-D
Sammy Tanner H-D
DeWayne Keeter Nor
Pat Gosch Tri
Don Dukeck Tri
Ed Hammond Tri
Len Earl H-D
Lloyd Houchins Tri
AMATEUR MAIN
John Hately Tri
Mike Spitzer Tri
Wayne Hosaka BSA
Lynn Holloway Vel
Terry Drosch Tri
Stu Posey Tri
Chuck Hart Tri
Kris Bakke BSA
NOVICE MAIN
Kenny Roberts Suz
Gary Scott Yam
Al Baker Yam
Bob Hardison Bul
Andy Skeel H-D
Tom Vardeman Yam
Jim Crenshaw Bul
Bob Hill Yam
Ron Moore Suz
Tom LaFortune Suz
TROPHY DASH
Tom Rockwood Tri
Mel Lacher H-D
John Hately Tri
Ed Hammond Tri

SIDEWINDERS S.T.
June 20, 1970
By J. Lacey

100cc
TROPHY DASH
Alan Mundt Kaw
A MAIN
Bill Lewis Kaw
Alan Mundt Kaw
Don Blatchford Kaw
200cc
TROPHY DASH
Ron Denny Bul
A MAIN
Ron Denny Bul
Jerry Callahan Bul
George Wik Bul
250cc
TROPHY DASH
Roger Moberg Bul
A MAIN
Roger Moberg Bul
Rick Graves Kaw
Dennis Fromm Suz
B MAIN
Robby Ohge Kaw
Phil Hart Kaw
B MAIN
Kenny Celorie Kaw
Jim Curtis Kaw
C MAIN
Larry Verdoorn Kaw

SPEEDWAY RESULTS
El Cajon, Calif.
June 28, 1970
By Mike Capalite

SCRATCH CONSOLATIO
Stu Morley Jaw
Larry Shaw Jaw
Dennis Gildehaus Jaw
Gary Fishburn Jaw
HANDI. CONSOLATION
Gary Fishburn Jaw
Larry Earhart Jap
Joe Anderson Jaw
Larry Shaw Jaw
Jim Doron Jaw
Mike Bast Jaw
2nd DIVISION MAIN
Chuck Hatcher Jaw
Don Cullum Jaw
Robert Bruce Jaw
Jim Ashworth Jaw
Billy Gray Jap
Joe Fitzpatrick Jaw
FEATURE TEAM
MATCH RACE
rick Woods Jaw
Bill Cody Jaw
Sonny Nutter Jaw
Larry Heinselman Jaw
SCRATCH MAIN
Rick Woods Jaw
Larry Heinselman Jaw
Sonny Nutter Jaw
Bill Cody Jaw
HANDICAP MAIN
Scott Autrey Jap
Sonny Nutter Jaw
Rick Woods Jaw
Mike Konle Jaw
Sammy Tanner Jaw
Bill Cody Jaw

MOTO CROSS
Zillah, Wash.
June 21, 1970
By Kevin Hill

125cc 14 & UNDER
Mike Tobia Yam
David Rowe Yam
Mike MacKenzie H-D
100cc
Butch Kendall Hod
Lane Marshall Hod
Bruce Krogman Hod
Delmer Hanson Hod
125cc
Norm Kopp Yam
Dan Bock Yam
Dan Lakey Yam
Tom Fisher Yam
Mike Welch Pen
175cc
Doug Graves Yam
James McDonald Yam
Stanley Seehorn Yam
250cc
Rick Poulin Mai
Tom Morton Mai
Gary Herriman CZ
Terry Hastings Mai
Jim Pomeroy Yam
Ed Rice Hus
500cc
Norm Kopp Yam
Steve Hall CZ
Mike Joekel Yam
Doug Munson Mon
Larry Miner Mai

DIRT DIGGERS M.C.
All States Scrambles
San Clemente, Calif.
June 27 & 28, 1970

SIDEHACKS
Ralph Whitney (pilot)
G. Whitney (pass) BSA
Dan Rowlan (pilot)
Paul Kotas (pass) Tri
Brock Wilborn (pilot)
Rus Jones (pass) Bul
500 EXPERT
Preston Petty Ric
Lars Larson Mai
Jim Connley Gre
500 NOVICE
Bob Underwood Mai
Sheldon Schmit Hus
350 ALL
Rich Marquis Hon
Bill Bell Hon
Bill Larson Hon
OPEN NOVICE
Mickey Alzola Tri
Jeff Cassidy Tri
Clay Miller Tri
500 AMATEUR
Bill Spann CZ
Dave Baker CZ
Sam Bune Hus
OPEN AM. EX.
Lars Larson Mai
Tom Simson Ric
Ron Rondell Ric
250 NOVICE
Tilson Shumate CZ
Bryon Test Yam
250 EXPERT
Preston Petty Mai
Gene Canady Sac
Dan Hockie Oss
250 AMATEUR
Bob Vacca Bul
Louis Wolf Yam
100 NOVICE
Bob Brooks Kaw
Bruce McLeod Bul
Don Curd Kaw
POWDER PUFF
Ginny Bird Yam
Barb Gregory Yam
Sandi Gammell Pen
175/200 ALL
Dan Hockie Oss
Walt Bird Yam
Tom Gustafsson Yam
100 AMATEUR
Bob Vacca Bul
Ken Warner Sac
Dick Moscley Hon
100 EXPERT
Troy McKee Hod
Gene Canady Sac
John Rice Sac
125 EXPERT
Preston Petty Sac
Gene Canady Sac
Lars Larson Pen
125 AMATEUR
Bob Vacca Bul
Tom Culp Bul
Chuck Daly Sac

'Mid-Valley' at Mammoth Mt...
250 Jr./2nd overall
Ron DeSoto
5th overall
Jeff Robertson
500 Jr./1st overall
Jeff Robertson
2nd overall
Steve Rauch
250 Sr./4th overall
John Moroney Jr.
and the Desert!
100's M.C. H & H, 250 Expert 9th overall
John Nicholson
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spokes-labor
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(213) 477-0997

HAPPINESS IS
A DAY AT BAYMARE

scramblin' around

By Maureen Lee

This is the kind of item we hate to have to print but do so gladly if only to pass along a little encouragement to a rider who no doubt needs a bit right now. We're sure a lot of you know Lonnie Peterson, especially those of you who rode desert when Lon was making a name for himself on a Rickman. He then turned to motocross and a Maico helped along by Frank Cooper, and although Lon wasn't usually the first rider into turn one, it would never be long before he was right up there in the first group. Well, Lon is in Viet Nam and a telegram came to the family last week saying he'd been wounded in the right leg and was in the hospital. The address we have for him is APO San Francisco 96347, so how about dropping him a card or a note? It's little things like that that can make you get better in a hurry. The Peterson's are a complete motorcycle family, from sister Tina through their dad Ken who served on the Competition Committee in 1967 and the whole family belongs to the Shamrocks M.C.

Don't cringe, but we've been reading one of our favorite books again, the AMA Sportsman Competition Rule Book and here's one to mull over a bit. On page 21 under equipment standards, #2 states "Gasoline must be readily obtainable commerical gasoline and shall be limited to the octaine rating of the brand used. Additions or changes of any nature in the gasoline are prohibited. Penalty for violation of this standard shall be indefinite suspension." Same rule is also in the Professional rule book. Now, how about all those ads we've been seeing loudly touting additives for more power and being advertised by some of the most famous names in the District? Hhmmm?

Riders are still wondering why scrambles are going down the tube what with cancellations by clubs (one club wanted to change its two scrambles dates to motocross events, petitioned the Competition Committee and was turned down so picked up its marbles and just cancelled out) and clubs not wanting to throw scrambles anymore due to the work involved and the fact that some of them just barely break even. We know that clubs are not allowed to make tremendous profits and besides they are in it for the sport of the thing, but tracks still have to be paid for, trophies bought and the workers for a race sure as heck earn a dinner on the club treasury after a long day. So we did a little figuring on how well the desert clubs do compared to the scrambles clubs. We haven't included motocross but we'll say this, if you throw a motocross the setting up events isn't so hard as scrambles and the club will make more money as the entry fees are higher.

So, we'll take a run with three hundred riders. Starting with the desert and a Hare and Hound (and when did a Hare and Hound ever have so few entries as 300?) their total take of entries at $4.00 per head comes to $1200.00. The use of the land is free and the riders pay 25¢ for the ambulance on stand-by. Spectators pay nothing, so the $1200.00 is free and clear except for lime and ribbon markers and the trophies. Take 300 scrambles riders. At most tracks the host club gets 50% of the gate plus all the entry fees, so we'll use this as a yardstick. 300 riders at $2.00, plus the 50% of the gate fee (75¢) for same riders and we'll chuck in 300 spectators also at the 75¢ per head fee. Total income would be $1050.00. Out of this the club has to buy trophies (we didn't even guesstimate how much they would cost, but they also have to pay for track rental. One popular track receives $225.00 per race, leaving the club with $825.00, so right there the desert club has already gotten $375.00 in the kitty ahead of the scrambles club. Sometimes a club has only had 185 riders and that is where the money is, in entry fees, not the 50% of the gate, so if you wonder why clubs are just not bothering to throw scrambles, do a little work with a pencil and you'll see why. The Jackrabbits just threw a scramble at Elsinore, estimates are approximately 1000 through the gate and 200 riders, so once again just guesstimating their income was $1150.00, but Elsinore only charges $150.00 for track rental so that gave a bit extra to the kitty but don't forget that out of those 1000 spectators some were kids and didn't pay full fee. Hope you see what we're trying to show you, and pinpoint one of the reasons scrambles are gradually falling by the wayside.

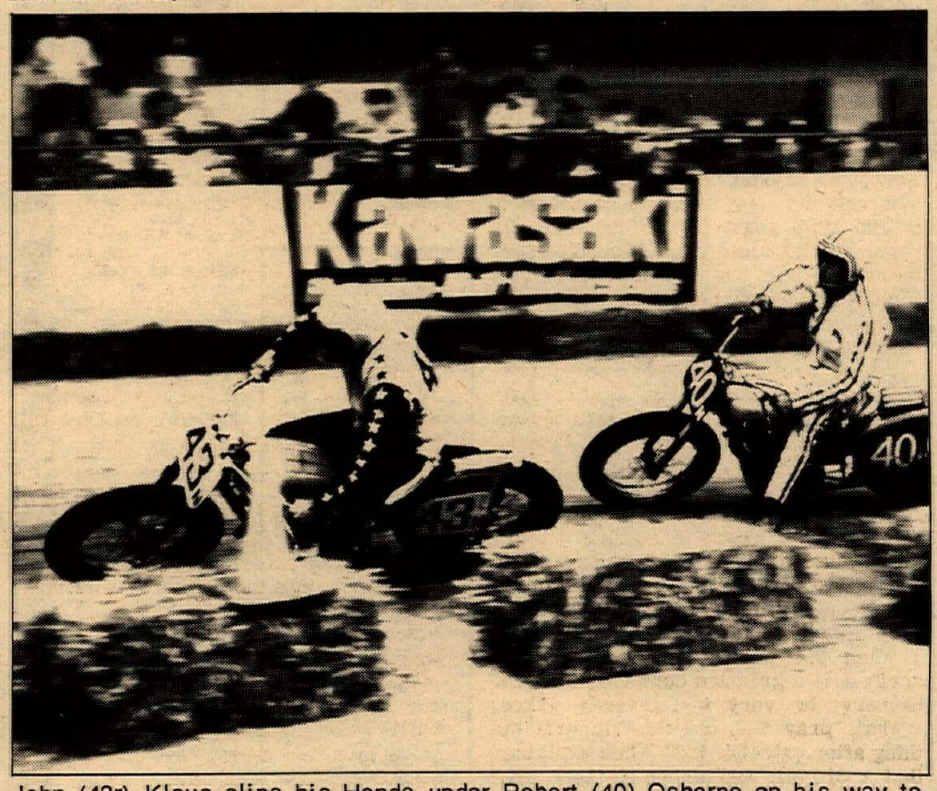
Klaus Takes Heart O' Texas Professional Short Track Race

By John Blanton

WACO, TEXAS June 14, 1970 – John Klaus, Expert rider from Houston, took top honors in the opening indoor professional short track at the Heart O' Texas Coliseum here today, but he came in the back way to do it.

The start of the 15-lap event on the 1/8-mile concrete track saw Klaus lining up on the back row of the field of twleve. Beginning with Houstonian Darryl Hurst, a quick succession of riders took the lead and lost it.

In the preceding Sportsman class events, Bobby Ables, Yamaha, of Houston took first in the 125cc class, followed by Weston Powers and Joe Martin. 200cc winners were Danny Forke, Yamaha, from San Antonio, Barry Patrick and Larry Friemel. Yet another Houston short tracker, Denny Horton, Ossa, won the 250cc class, followed by Phil Darcy and Rickey Kelley. Apparently there is some short track activity in Houston these days.



John (43r) Klaus slips his Honda under Robert (40) Osborne on his way to victory.

Paul Biggs (Bultaco) dove ahead of Hurst momentarily then slid off. Next, Winston Stelter, Ossa, nosed out Hurst and Leland Rogers, Suzuki, passed them both, only to fall in short order.

Klaus' opportunity came just after the halfway point, when Hurst slid under Stelter from behind, taking them both out long enough to let John's Honda by.

Second place went to Freddie Beall, Harley-Davidson, and third and fourth went to the quick change twins, Stelter and Hurst.

The $600 dollar purse was divided up among the top eight finishers in the final, the top eight in the semi-mains and the top twelve in the heats. Even so, John's earnings for the night was $117, not bad considering that he took low money in both his heat and his semi-final.

Five professional riders posted the low time of eleven seconds during the trials. This is a 41 mile per hour average over the very tight course, making for some very close racing.

The only serious accident occured during the first semi-main, when Mike Roseborrough collided with Terry Mc Donald, and the two of them climbed the wall, giving spectators in the $3.50 box seats their full money's worth. There were no serious injuries, but both bikes were crunched, so alternates Hal Stockton and Robert Osborne got to see action in the final.

As might be expected with racing this close there were several foul claims, but in fine Texas tradition they were settled afterwards in the parking lot, without troubling the AMA.

(Results on page 22)

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August Opening

Preview Opening

Bob Baileys

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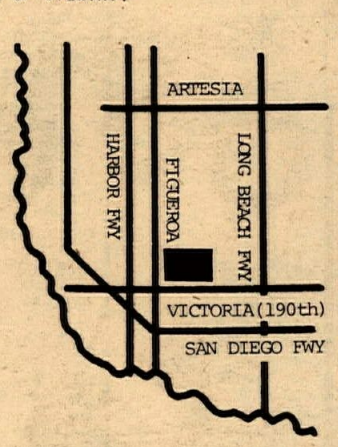

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Three teams have a go at it in the Suicide Drag contest spreading around plenty of dirt.

Arizona Rally Goes Rodeo

Story & Photos by Robert O. Fee

Something new popped up at the Arizona Jackrabbits Ninth Annual Memorial Day Tour at Payson, Arizona, May 31st. Although the long standing road tour is in its ninth year, it was billed as the First Annual Motorcycle Rodeo and for the first time the Payson Chamber of Commerce co-sponsored the event.

Memorial Day traffic didn't deter Arizona road riders from riding the run, which is held in the exact center of the state. Two hundred thirty-eight cyclists gathered from the four corners of Arizona and also from California, Nevada, and New Mexico.

The Rodeo aspect introduced several new events uncommon to motorcycle runs, but the riders found them a lot of fun. Using the excellent facilities of the Payson Rodeo Grounds, the motorcyclists found themselves chasing geese, a greasy pig and a cow.

When the cow chase was later described to a grizzled cowhand in a local beanery, he very incredulously asked, "What, pray tell, did they do with the thing after catching it?" When explained that a $10 bill was hidden on the critter and no throwing or tying was involved, his non-committal grunt was very eloquent.

Cash prizes of $5 each was also awarded for 2nd and 3rd places in the feather race. It was a gal's only event and the feathers were worn by three very lively geese who beat, kicked and bit the contestants. The winner, Nancy Wilson, showed beautiful form in a flying tackle that bagged her trophy and almost killed the goose.

A time limit of two minutes was imposed on the goat milking event. George Barnett of Tucson relied on his early farm training to completely fill a pepsi-bottle while less experienced riders got a dribble here and there – generally in the eye rather than the bottle. All of this, of course, after they had caught the goat!

Cycle jousting was another brand new innovation by the Jackrabbits. Reminescent of medieval times, the passengers wore a balloon taped to their helmet, wielded carboard rollers as lances, trying to break each other's balloon. As the operators drove their machines by each other separated by highway pylons, the wild swinging broke more "lances" than balloons and provided the spectators with many laughs.

Undoubtedly the dirtiest event of the day was called the Suicide Drag and was a converted rodeo event. The operator would pilot his machine from one end of the arena to the other where he would throw his waiting passenger a rope. When it was tied to an old tire carcass, the passenger would ride the tire back to the finish line – in a cloud of dirt. Wayne Anderson drug Jim Osten to first place.

The Jackrabbits included the local youngsters into the activities with three junior events; a mini-version of the Arizona cycle operators license tests, a slow race and obstacle course.

One of the highlights of the rally was the performance of the Copper State Drill Team. Although in existance for more than ten years, the Payson Rodeo was their first appearance since their recent re-organization.

The most impressive sight of the rally was also a converted rodeo event. Just before starting the rodeo events, the Jackrabbits led all the motorcyclists into and around the arena in the Grand Entry. After lining up in three rows, the riders killed their engines, dismounted, turned to and saluted the flag while the National Anthem played.

On vivid memory every rider takes home from an Arizona club sponsored tour is that of the Old West hospitality. Arizona road riders are very obvious – a friendly wave to the passing cyclist, a welcoming smile that says, "Howdy Podner," and an eager willingness to lend a helping hand to anyone in need. The citizens of Payson are the same. The fun of the Jackrabbit's motorcycle rodeo and the ideal climate of a little frontier cowtown is an event and location that beckons the road rider to come again.

Gatti Upset Veterans At Rock Springs Race

By Elgy Shewey
Photo by Sid Chopping

ROCK SPRINGS, WYO. June 21, 1970 – Bill Gatti, making only his second start as a class A rider, upset the veterans of three states and won the 250 A Class event, today, before a Sixth Annual Fathers' Day crowd of 1800.

The young Gatti, only three weeks out of high school, made the "old-timers" shake their heads in awe as he outmaneuvered them on his Yamaha.

Mick Troyer gained the spotlight a short time later, but this was one time he wished he hadn't, as he took a spectacular spill while fighting with Dick Savala and Ken Weskamp for the lead in the rough 500 Open Class.

Taking the opening, Savala was the eventual winner and Weskamp took second.

Savala also won the 250-500 Open Class on a 360cc Bultaco and Craig Williams was second on a 250cc Suzuki. Third and fourth went to the Weskamp family as Ken (360cc Maico) and Carl (405cc Husqvarna) took the two slots respectively.

Carl Weskamp was victorious in the Wheelie contest as he kept his Husky standing more than 50 feet further than the rest of the field.

Mike Troyer finds the going tough in the 500 Open Class. He led before this spill.

The 100-175 A Class sweepstakes was captured by Weldon Chivers on a 175cc Bultaco. Steve Powell (100cc Kawasaki) grabbed second and John Larrabaster (175cc Bultaco) pulled in third. Fourth spot went to Rod Davis on a 100cc Hodaka.

The race was sponsored by the Rock Springs Motorcycle Association with all proceeds going to the Wyoming Jaycees. With a goal set at raising $100,000, the $1000 estimated net should raise the Jaycees' to within $15,000 of their goal.

The money will be used to build a Theuraputic Swimming Pool at the Wyoming State Training School in Lander, Wyoming.

(Results on page 22)

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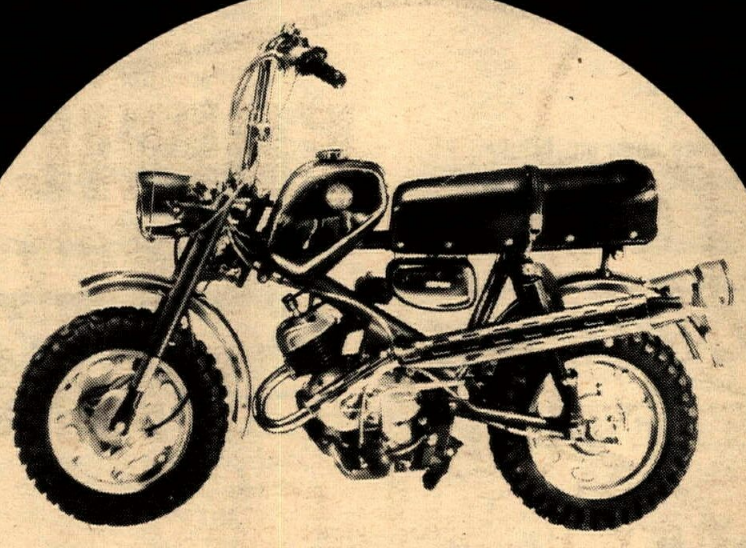

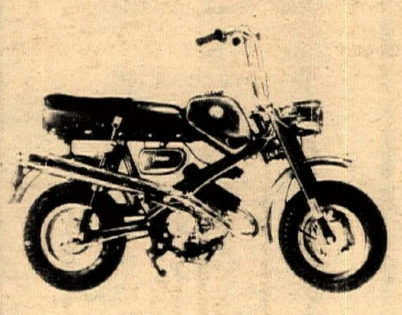

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CALENDAR

(Continued from Page 2)

CMC MOTOCROSS at Perris Raceway. $5 mail entry, $10 post entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. CMC membership and 3 number plates required. Gates open 7:30 pm, race at 10am.

EUROPEAN SCRAMBLES by Rescue 3. 12 miles north of Victorville on Fwy. Limed from Victorville. $3.25 entry. Sign up and practice 7:30 to 9:30. Race at 10. 30% trophies. Four classes, 100, 125, 250 and Open. No rider classification. Info: (714) 256-2805.

International Motocross

Summer Viking Series

JULY 12th

Puyallup, Wash.

(near Tacoma)

125 - 250 - 500 Sportsman

250 Inter.

M-X School by Europeans
on Saturday, July 11th. -$15.00

Entry: $5 Sportsman
$10 Inter.

Pre-entry only
(No post entry)

Entries open until July 10th
Tickets: pre – $3.00
gate – $4.00

Information & entry:
A.C.A.
P.O. Box 247
Fullerton, Cal. 92632

MOTOCROSS by Sagehoppers M.C. Limed from I-5 and Encinitas Blvd., Encinitas, Cal. Experts 10am, Novices in pm. New course. $3.50 entry, heads and lunch wagon. Info: 278-4030.

MOTOCROSS, Firecracker GP at Huntington Beach Cycle Park by HRA. $4 mail, closes June 26/$15 post. Team combination 125, 250 & Open Jr/Jr. or Jr/Sr. HRA members only. 7561 Talbert Info: 897-4458.

MONDAY, JULY 6th

OPEN PRACTICE at Huntington Beach Cycle Park. See listing above.

WEDNESDAY, JULY 8th

OPEN PRACTICE at Huntington Beach Cycle Park. See listing above.

THURSDAY, JULY 9th

AMA PRO TT RACES, Castrol Championship. Largest purse of the season. At Graham Speedway 9 miles south of Poyallup, Wash. Sign up closes at 7:30 pm. Info: (206) GR 2-2402.

PRO TT at Oregon Sidewinders Race Track. AMA sanct., 40% purse-8 pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

FRIDAY, JULY 10th

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Rockwood and Tanner. Adults $2.95, Juniors $1, under 8 free.

FRI. & SAT., JULY 10th-11th

TT CHAMPIONSHIP 30 Lap National by Mt. St. Helens M.C. Gates open at noon. Sign in closes at 6:30 pm. P.O. Box 51, Castle Rock, Wa. 98611. Info: (206) 274-6881.

SATURDAY, JULY 11th

SCRAMBLES by Feather River M.C. Practice and signup 5-7 pm, race at 8 pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

SAT. & SUN., JULY 11th & 12th

TROPHY PRESENTATION for CERA I and II. Party, dance, old time field meet at Deadman's Point. Camping ok, facilities avail. Lucerne Valley cut off, Bear Valley road east off Fwy 66. Dance Sat. night, trophy prest. Sund.

SUNDAY, JULY 12th

TOUR by Pacific Coast Honda to Tecate, Mex. Meet at P.C.H. in Lomita, Calif. at 8am.

CMC MOTOCROSS at Saddleback. Fifth club event in Golden West Series. Membership required. $5 mail entry to Box 1402, Costa Mesa, Calif. 92626, post entry $10. 3 # plates, gates open 7:30 am, race at 10 am.

TT RACES, Firecracker G.P. at Huntington Beach Cycle Park. Mail entry closes Fri. July 3 $3.00 to P.O. Box FA, Westminster, 92683/$15.00 post. Small bore 30 & Big bore 50 laps. HRA members only. Signup 9-10:30. 7561 Talbert, H.B. Info: 897-4458.

PRO TT at Oregon Sidewinders Race Track. AMA sanct., $1500 guarantee, 5th annual 25 lap TT-6pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Ore., south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022 24 hrs.

CMC MOTOCROSS at Carlsbad. 5th race of Golden State Series. Post entry $10, mail entry $5 to CMC, Box 1402, Costa Mesa, Calif. 92626. CMC membership and three number plates required. Gates open at 7:30 am, race at 10 am.

PRO TT at Oregon Sidewinders Race Track. AMA sanct., 40% purse-8pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6pm or 659-1022 24 hrs.

SCRAMBLES by Feather River M.C. Practice and signup 5-7pm, race at 8pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

MOTOCROSS by Desert Turtles M.C. at Bay Mare, limed west of Moorpart on Route 118 and 23. AMA Dist. 37 pts. European style, 3-15 min. Motos. All classes plus old timers over 40, Powder Puff and Minis. Sign up 7 am, pract. 8 am, first race 9 am. Dist. 37 numbers or pie plate. $3 mail/$5 post. Mail Dist. 37 entries to 1209 E. Norwood Pl., Alhambra, Calif. Mail entries close July 7. Info: (213) 282-6333.

HARE SCRAMBLES by Lost Coyotes M.C. 9 am start for all. Limed from Hi Vista Store. Separate Trail Bike course. $3.25 entry, dist. 37 pts. Finisher pins.

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

July 5th – Perris Raceway

July 12th – Carlsbad
(5th Golden State Series)

July 19th – Saddleback Park
(Goden State Series Final)

July 25th & 26th – Ensenada Motocross

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Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

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JULY 5
SCTA Riding School
Saddleback Scrambles

JULY 12
Mini-bike Scrambles

JULY 19
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ASCOT PARK off 183rd & VERMONT HARBOR & SAN DIEGO FREEWAYS

MONDAY, JULY 13th

OPEN PRACTICE at Huntington Beach Cycle Park. TT, Class A, & Minibikes. 12-7. Info: 897-4458.

WEDNESDAY, JULY 15th

OPEN PRACTICE at Huntington Beach Cycle Park. TT, Class A & minibikes. 12-7. Info: 897-4458.

THURSDAY, JULY 16th

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

FRIDAY, JULY 17th

MOTOCROSS by Nevada Trailblazers M.C. 25 miles north of Sparks on Pyramid Rd. Limed from Interstate 80 and Pyramid Way in Sparks. AMA sanct. Signup 8 am, race at noon. $2 entry, $2 to see. Info: (702) 358-8141.

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Rockwood and Tanner. Adults $2.95, Juniors $1, under 8 free.

SATURDAY, JULY 18th

TT NATIONAL CHAMPIONSHIP by Agajanian Enterprises at Ascot Park, 183rd & Vermont, off Harbor and San Diego Fwys, Gardena, Cal. $7,500 purse. Gates open 5 pm, races at 8:30 pm.

SCRAMBLES by Feather River M.C. Practice and signup 5-7 pm, race at 8 pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

OPEN PRACTICE at Huntington Beach Cycle Park. Moto-X, Class A & Minibikes. 10-4. 7561 Talbert, H.B. Info: 897-4458.

SUNDAY, JULY 19th

CMC MOTOCROSS at Saddleback. Final race of Golden State Series. CMC membership and three number plates required. Post entry $10, mail entry $5 to CMC, Box 1402, Costa Mesa, Calif. 92626. Gates open 7:30am, race at 10am.

MOTOCROSS at Huntington Beach Cycle Park by HRA. Mail entry closes July 15. $3 mail/$6 post. P.O. Box FA, Westminster, Ca. 92683. Non-members ride Expert. 3 number plates. Signup 8-10 am. 7561 Talbert, H.B. Info: 897-4458.

MOTOCROSS by CMC North at Champion Speedway, Brisbane, Cal. Cash to Sr., big trophies to Jrs. Gates open at 8 am, pract. at 9 am, 1st race at 11 am. CMC membership required. Admission $2.50. $10 post/$5 mail: 3143 Sheffield Place, Concord, Cal. 94520. Info: (415) 682-3543

HARE SCRAMBLES by Lost Angels M.C. Limed from Hi Vista Store and Hwy. 395. AMA Dist. 37 pts. Start at 9 am. $3.50 entry. Info: (213) 768-1058.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

MONDAY, JULY 20th

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 p.m. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

THURSDAY, JULY 23rd

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

FRIDAY, JULY 24th

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Rockwood and Tanner. Adults $2.95, Juniors $1, under 8 free.

PRO TT at Oregon Sidwinders Race Track. AMA sanct., 40% purse-8 pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

SATURDAY, JULY 25th

SPORTSMAN SHORT TRACK at Oregon Sidewinders Race Track. AMA sanct. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

SCRAMBLES by Feather River M.C. Practice and signup 5-7 pm, race at 8pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

SAT. & SUN., JULY 25th & 26th

CMC MOTOCROSS in Ensenada, Mex. Practice and parade Sat., race on Sun. $5 mail etnry ONLY, per class entry. No transfers, no refunds. Camping available. $500 purse for Experts, trophies for Juniors. CMC membership and 3 number plates required. No pie plates. Entry blanks available at CMC, Box 1402, Costa Mesa, Calif. 92626.

SUNDAY, JULY 26th

MOTOCROSS by Simi Valley M.C. Dist. 37. Mail entries $3 to Oxnard Sports Festival, 19856 Vanowen St., Canoga Park, Calif. 91303. Mail entry closes July 18. Practice 9 am at Wagon Wheel Junct., Oxnard.

THURSDAY, JULY 30th

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, JULY 31st

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Rockwood and Tanner. Adults $2.95, Juniors $1, under 8 free.

SATURDAY, AUGUST 1st

SPORTSMAN SCRAMBLES at Oregon Sidewinders Race Track. AMA sanct. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

FARNSWORTH TO HEAD CYCLE WEST COAST EDITORIAL STAFF

NEW YORK – Tom Sargent, Publisher, today announced the appointment of Bryon Farnsworth to CYCLE Magazine – as West Coast Editor. Farnsworth's rich motorcycle background includes sportsman racing, dealership management, corporate representation for BSA, and road test, racing, and technical writing.

Bryon Farnsworth won the Pacific Coast Expert Scrambles Championship in '65 (Salinas, Cal.) and worked on racing development for BSA in '66-'67. He had been Assistant Editor of Cycle World before joining CYCLE.

Farnsworth attended the College of San Mateo, Mechanical Engineering, and served in the US Marine Corps Reserve. He resides in Huntington Beach, California, with his wife and two daughers.

I.R.E. presents

COMBOCROSS MOTO-PRIX

JULY 19th

Sunday is Funday at Bay Mare

ALL-NEW Super Long 2 7/8 Mile Combo-X Course

A "Gas" for all riders:

Desert Riders & TT Riders
"Will love this"

Motocross Riders
"will just plain dig it."

50% custom trophies to all classes

IRE comes up with another Funday First

100% FUN to all

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Hot Weather And Hot Racing At Salt Lake City

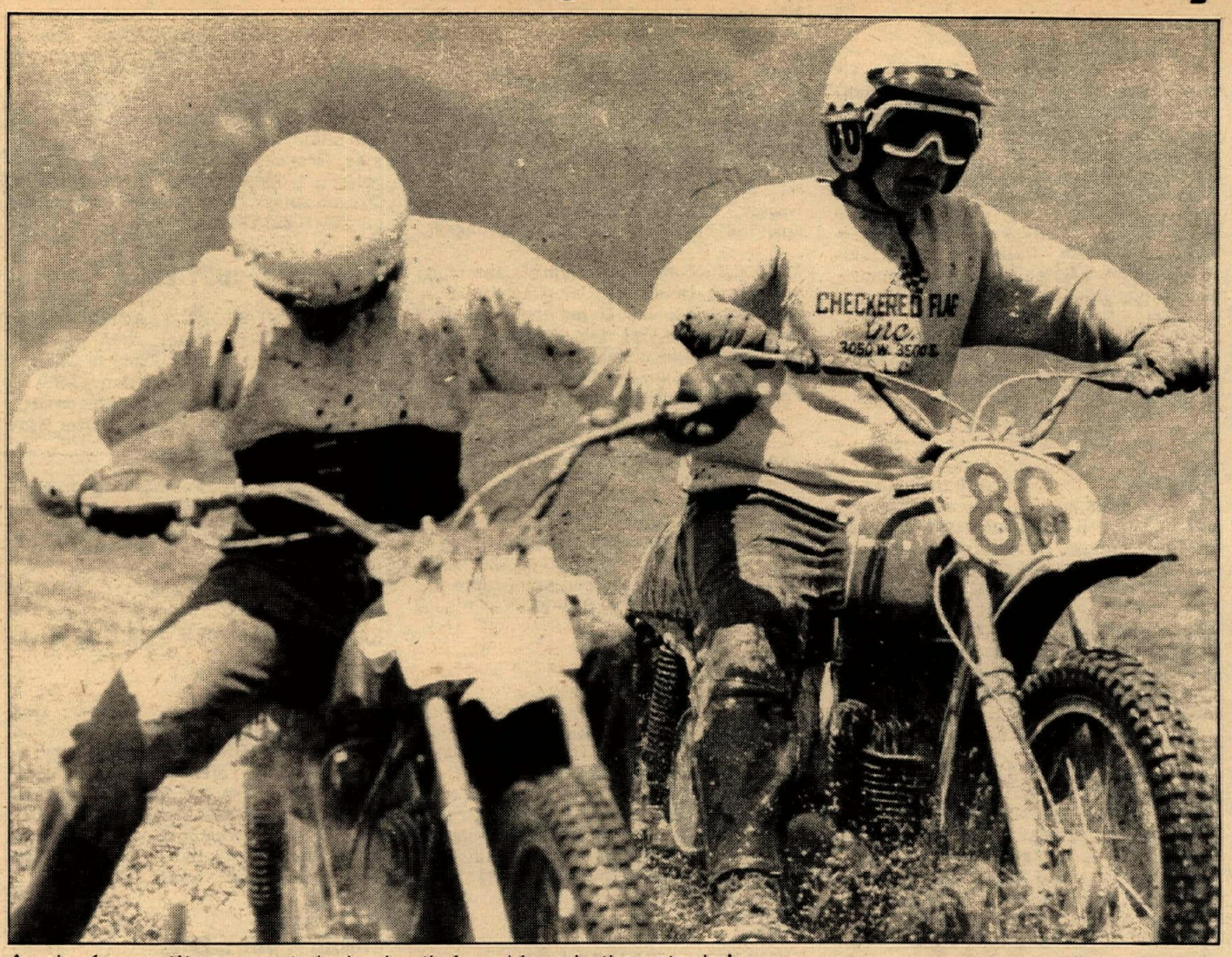
By Larry Knop
Photos by Don Tucker and G.B. Gustafsen

SALT LAKE CITY, UTAH, June 21, 1970 – While setting course Saturday, Continental Motocross Association members discovered a small lake, and as a result racers were guaranteed a splashing good time through 40 yards of marshy shoreline on Sunday. The water started six to twelve inches deep, but soon after the knobbies started churning, holes and ruts made favorite paths more than two feet deep by the end of the day.

It was definitely a popular spot for spectators, including one wood coot who stayed on her nest all day watching the racers splash by less than ten yards away. Even the racers enjoyed it, although many hopes for a trophy were drowned there. It was a good way to beat the 90 degree plus heat.

It was a day of surprises. Both rider and spectator attendance were down due to Father's Day, the heat, and a rash of injuries to local riders – except in the 100cc and Open classes where the turnout was the largest of the year. The course was a surprise as CMA members had applied a tractor to the course, greatly widening and revising it. The result was a dry, fast course, except for those 40 yards of water, with only one very dusty section. It was definitely a course for the big bikes, but riders in all the classes seemed to enjoy it.

There were also a number of surprises in the final results as speed alone was not enough to guarantee a trophy this time. In 125B, Lee Rasmussen mastered the course and the water in the first two motos. In the third moto, however, the water mastered him and he had to settle for 3rd overall.



A pair of competitors seem to be having their problems in the water hole.

Buz Herrington put together three smooth rides to take home first, as Larry Knop received the 2nd place brass.

In 250B, Marty Kent was going like gangbusters the first moto and the first part of the second and third motos. He managed to hang in 2nd overall as Randy Kerr came out way ahead in the end. In the 175 class, Steve Burgess had his water troubles in the first heat, then settled down to take his customary top finish. Kevin Croft pushed Steve hard, but the water got to him in the second moto.

Jerry Davis looked like an A rider in the first and third 100B motos, and that was enough for him to beat out smooth-riding Rex Johnson. The spectators' favorite, Shaun Speaker, all 80 pounds of him, picked up a well-earned third in this class. Shaun, only 13 years old, was riding his first race but he looked like an experienced pro.

Jon Henry ran away from the 125A's as he took the water in fine fashion. Jim Clark didn't like the crowds in 125B, so he moved to A and took home second. In 250A, however, the waterhole got even with Henry, as he managed to wet his air filter, load up his engine, and stick his throttle closed all at the same time. He managed to finish with his engine idling doing 1 m.p.h. in first. That finish, combined with two firsts, gave Jon the overall trophy.

Warrer. Spencer started out to challenge Henry in 125A, but switched to 250A after breaking a rear shock in two. The spring was returned to him at trophy presentation along with his second place 250A trophy.

In 100A it was Bob Brown all the way, until the third moto when Will Terry finally got warmed up. Then both, traded leads on every lap, with Will ahead at the end. Overall it was Brown way ahead on points, and Henry second.

The Open class was potentially the most dramatic, with Frank Myers and Cal Crosby each earning first and second in the first two motos. Myers got a tremendous start, though, floated across the water, and pulled a 300-yard lead on the first lap. That was it – Myers first, Crosby second.

A very dusty section shortly after the start made CMA decide to run most classes separately, so the racing program was very long. The caution paid off as there were no serious injuries and very few spills. Dick Shira in 250A went down hard and sprained an ankle and a knee, and a Husky rider fell off in one of the deepest parts of the waterhole. His bike went down on the right side, however, so it didn't drown out. Alert spectators grabbed the rider so he didn't drown either, and he was soon on his way again.

(Results on page 22)

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AN EVENING WITH STEFFAN

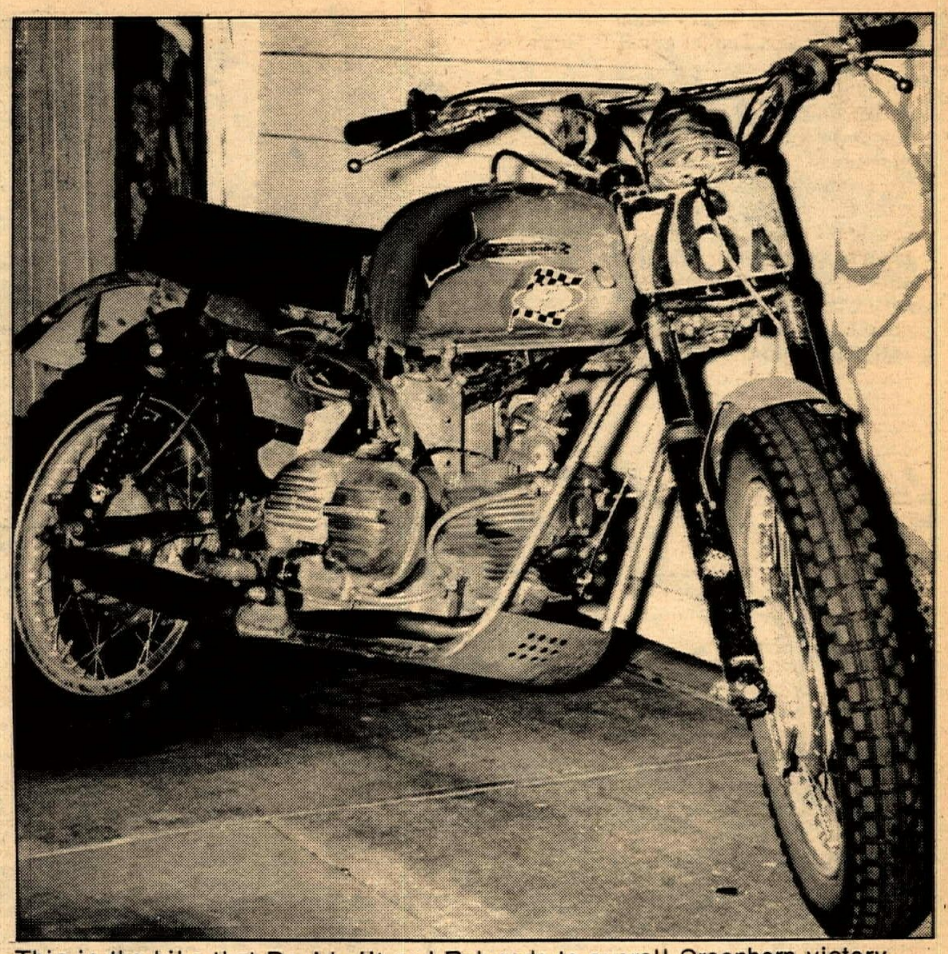
By Ron Schneiders

Two weeks ago I wrote an article describing the Greenhorn Enduro from the point of what I felt was the "average" rider, namely myself. It made a number of people unhappy. "What is the 'average' rider made of? cast iron?" one woman wrote. "How many (riders) were cramped from head to toe from the beating they took on this 'relatively easy enduro'?" Well, maybe I had missed a little. But now my assignment was to interview a man who has ridden 12 or 13 Greenhorns (he can't remember), finished all but one, gathered a collection of three 3rd places, four 2nd places, and now a 1st overall. Even to my apparently jaded senses this is impressive.

When I called the number that was given me and asked for Bob Steffan, the lady who answered told me she would call "Bobby". Warning signs should have started flashing, but they didn't. I just thought it was kind of amusing that a husky, partially bald, six-footer should be called "Bobby". When Bobby got to the phone, I found that I had come upon that situation for which there is no "right" response – an out-of-date phone number, ex-wife, and split-up family. Trying to maintain an air of detachment that I didn't feel, I asked for and was given Bob's new number. He agreed to an interview at eight that evening.

Since Bob lived all the way up in the Vally, I allowed plenty of time and arrived about fifteen minutes early. A couple of little girls were playing in the yard, and I asked cautiously if their daddy was home. "Nope", he had gone out house hunting, I was told. "He'll probably be back in an hour or a half hour," the bigger one said, "Why don't you go home?" Five-year-olds are very direct. I wasn't ready to give up quite that easily, though, so I hauled out my camera and started photographing the two kids bouncing around on a big rubber ball. At precisely 8 p.m. and 30 seconds, a truck pulled up to the curb with Bob and Peggy Steffan inside. Too much. I should have stamped his left front fender and told him the next check was in South Gate, but I wasn't thinking that fast. Instead I said, "Well, I see how you win enduros anyway." He replied, deadpan, "Well, you get used to staying on time." After thirteen years of enduros, I guess so. But I still think he waited two blocks down the street until precisely eight o'clock.

Once inside he broke open some beers and I mentioned the mix-up over the phone numbers. "Yeah," he said, "he's getting to be quite a scrambles star. Used to be the papers called him Bob Steffan, Jr. Now he's just Bob Steffan." Kind of curious mixture of pride, wistfulness, and blindness. I had known the name ' Bob Steffan" eight years ago when I was still back East. Right now I judged



This is the bike that Paul built and Bob rode to overall Greenhorn victory.

him to be probably one of the top five enduro riders in the country, with names like Penton, McLaine, and Ekins for company. I had become aware of Bob Steffan, Jr., less than twenty-four hours ago and was not yet associating his name with that of Barry Higgins or Gary Bailey. But that's not something you can tell a person face-to-face, so I started asking the inane questions that people who don't know each other have to ask in order to establish a common ground.

"How long have you been riding?"

"Twenty-five years."

"Just enduros?"

"No, I raced hare and hounds when I was younger."

"What was your biggest win prior to Greenhorn?"

About that time we were interrupted by what seemed to be a hoard of people. A young man, lots of children, wife, a pretty, young chick, all were milling around the two chairs where Bob and I sat. Everybody was talking at once, and I, who knew no one except Bob – and him only very slightly – felt very much out of place. I sensed a lot of uptightness, but whether at my presence or among the various people, I couldn't tell, Just as quickly as they arrived, everyone was gone, even the kids. Bob and I remained like two rocks that have been passed by a whirlpool.

We started talking about this year's Greenhorn. Bob was very calm and relaxed, but he had little to say about the run. He thought it was one of the easier Greenhorns, that all the sections except Sunday morning were very well marked. The only time I caught any hint of emotion in his voice was when he remarked that, "This win really means a great deal to me. You can only come that close so many times..."

When I asked if there were any sections that particularly stood out in his mind, he thought about it a moment and said, "No, there weren't really."

"How about that long uphill sandwash out of Four Corners?"

"That was a long one," he agreed. I mentioned the letter I'd received from the irate woman. "Well, you know any twenty miles of that run is dead easy. It's just that there are so many of those twenty-mile sections strung together. That's what makes the Greenhorn. They made it really tough one year, just like the Ram's run, only 500 miles long, and only 32 finished it." This year there were 158 finishers.

I tried to encourage a little bench racing by asking if there were any incidents, or if anyone of his team had crashed. Bob grinned a little and only answered for himself. No, he hadn't fallen, and, in fact, since he was getting older he was very careful to avoid falling because, as he put it, "your bones take a lot longer to heal as you get older." He recalled that his only major injury occurred last year in the Jackpine, a broken leg. And that time he didn't fall; he was hit by another rider.

Since it was obvious that I wasn't going to get any lurid stories or tales of great bravado, I asked about his sponsorship. Bob is sponsored by Filtron and Product Testing, which are in fact owned by the same man, Jack Krizman. Product Testing's biggest client is Harley Davidson, for whom they develop bikes. Since a major part of the development program is the testing in actual competition, they have had teams entered in the Baja races, the Berkshire Trials, the Jackpine enduro, and other major events. One thing that was extremely obvious was that Bob valued his sponsorship very highly and that he had a great deal of respect for the men involved, particularly Paul Hunt, who was responsible for the preparation of the machines. Later in the evening, there were some anxious glances when Bob's wife, Peggy, made a joking remark about the machine and Bob looked to see how I was going to take it. Bob's bike, a Harley Davidsong Sprint 350 ERS, gave him no trouble throughout the two days, and that was about the only significant thing he could tell me about it. The bikes are completely prepared by Product Testing and serviced on the course by a paid pit crew. All Bob had to do was ride it, a welcome change from earlier years.

To fill in the picture a little, I called Paul Hunt and asked him what had been done in preparation. For those of you who want to try your Sprint in the desert, here's the formula: Fit a skid plate a la Bronson, put Konis on the rear, install a compression release and a Filtron air cleaner; fit a 34 mm carb and retard the spark. The result is a super-reliable bike that is manageable. The Sprint is really much happier on smoother surfaces for which it was designed, however, so don't expect to beat any Huskies if the going is really rough. When I asked Bob about the handling, he uncomfortably admitted that it was occasionally a little difficult to get the front end light. The bike that Bob rode is the same one that was used in the Baja 1000 race. It leads a tough life.

One of our most interesting areas of discussion centered around the timekeeping of the run. Bob was the timekeeper this year, as he was last year. Riding schedule is all that really distinguishes an enduro from a hard day of cowtrailing, so it's really heartbreaking to keep schedule for a team and have someone else on the team win the trophy, as happened to Bob last year. Bob's system of timekeeping is quite simple and involves little equipment (only a handlebar-mounted clock, a resettable speedometer, and a wristwatch that is set on key time). If all is going well, at each known check and speed change the speedo and the clock are reset to zero. Then the speedo and the clock are continuously checked against one another. Thus, if the schedule is 24 mph, when the

(Continued on page 31)

A super tired Bob Steffan relaxes with his Gatorade. (John Shedd Photo)

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(Continued from page 7)

ning in third behind Palmgren.

By the third lap Lawwill had moved up into fourth position, and he was gaining rapidly on Markel, Roeder threw his chain and Markel began to lose traction in the turns.

By the seventh lap, Mert was in third, gaining rapidly on Palmgren.

Suddenly on lap twelve, Mert gave out again, coasting around to a heart-breaking stop. Like the cam shaft at Santa Fe, his throttle cable had broken. Mert commented later, "You don't see many eighteen-hundred dollar throttle cables."

Sehl had disappeared in the distance by lap fifteen, shutting off for turn one just as Palmbren was gassing his Triumph out of turn four. Bart was running his own strange race, sliding around up near the fence and losing positions every lap. Rall began a big push on Palmgren, attempting to drive under him on the turns.

On lap eighteen he trailed only by inches, and on the yellow flag lap he squeezed by just in time to cross the line in the lead. With Sehl holding the championship tight in his right fist, the crowd was concentrating on the antics of Rall and Palmgren.

Larry made a final charge in turn three, shot up to Rall, and went too far, off of the groove. Rall secured his second place with a fast drive to the line as Larry slowed to regain control.

With little brother in the hospital, no doubt Dave's feelings were mixed as he accepted the trophy and was forced to linger to pose for pictures and sign autographs.

Mert sat in the pits sipping a beverage. He didn't appear to be angry. He merely seemed puzzled, trying to comprehend the absurd things that had happened to him this weekend.

(Results on page 22)

STEFFAN

(Continued from page 29)

clock reads 5 minutes elapsed time, the speedo should read 2 miles; when the clock reads 10 minutes, the speedo should read 4 miles, etc. Just a little simple arithmetic to do in your head as you're pounding across the desert. Bob checks his mileage every 15 seconds! His job this year was complicated by the fact that his handlebar clock broke shortly after the start so he had to rely on his wristwatch for all timekeeping. His success can be judged from the fact that he lost only 20 points total for the two days. Since there were probably about forty checks (know and secret), he had to hit a majority of them right on the button!

Bob Steffan is not a motorcycling professional. He works for the Department of Water and Power, and motorcycling is his hobby. I asked about his plans for the future, but he was uncertain. Did they include the International Six Days Trails? Bob said he would have liked to have ridden it, but at 44 he thought he was getting a little old for that one. I'm not so sure. Racers seem to develop quickly, have their day in the sun, and then disappear almost instantaneously. Enduro riders seem to mature more slowly, like good wines. What they lose in reflexes, they gain in judgment and experience. I won't be surprised to see Bob Steffan in the ISDT.

As I was packing up I asked, offhand, how many kids they had.

"Four," said Bob.

"Two," said Peggy, simultaneously.

Bob corrected to six, and they both started laughing. I'm not sure those are the right numbers, but it doesn't matter. However many there are, they've got nice people to grow up with.

For the lady who wanted a story about incredible hardships, and carrying the bike over the mountain on bruised and bloody shoulders, I'm sorry. I guess I blew it again. Maybe if Bob takes a crack at the ISDT. . .

Restrictions

(Continued from page 4)

and unlicensed vehicles on all public roadways and walkways, including sidewalks and beaches.

The ordiance also stipulates that these vehicles may be driven upon private property only if the property owner's permission is obtained and presented to the Chief of Police or his office.

A permit to ride will then be issued if it can be determined "that such operation is at a sufficient distance from occupied residences, churches, assembly halls or schools as not legally constituting a noise, dust or fumes nuisance."

According to a spokesman in the City Clerk's Office, it is not known at this time what a "sufficient distance" is.

The ordinance was termed "emergency" because "it was a hazard to public health, safety, and welfare," according to the Clerk's office.

Trouble between this beach city and local cyclists was first seen in May, 1969, when local police ordered approximately 100 riders to leave the beach area "by order of the state." The state office of the BLM disclaimed any such order and the Huntington Beach Police Department refused to discuss it.

Part of that beach terrain was city-owned and part state-owned.

Rice Favored

SAN JOSE, CALIF. – With this weekend's half-mile the next stop on the National trail, the oddsmakers have placed Jim Rice as the man to beat. Rice won this event in 1969 and has also won the Amateur version.

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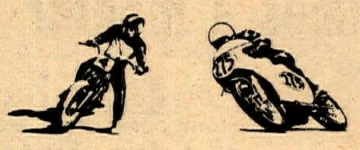

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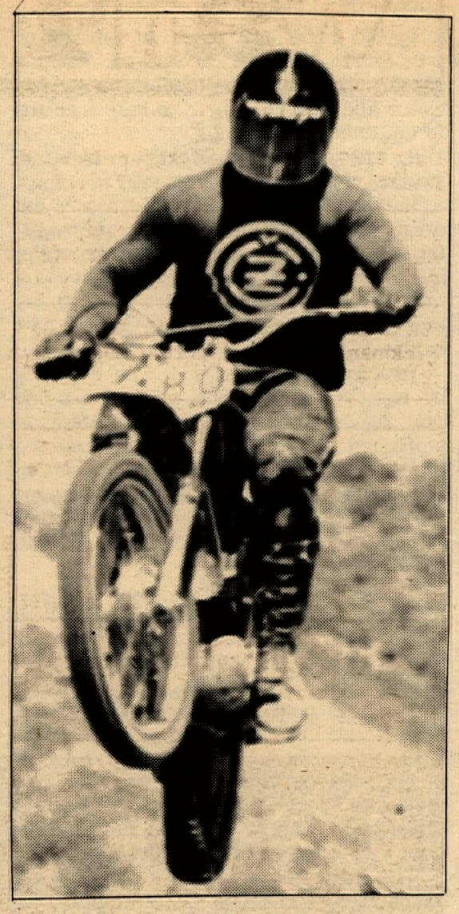

John DeSoto (above) came through in his typical fashion again and won both the Open Am-Ex. and the 250cc Amateur Sunday at Bay Mare on his CZ. Al Egizi (right) gets both wheels of his Bultaco high off the ground, as well as sideways. For some reason, the spectator below him seems to have a lot of confidence in Al's ability. Al placed second in the first 125cc Am-Ex. but lost to Jim Dawson and Jerry Johnson overall.

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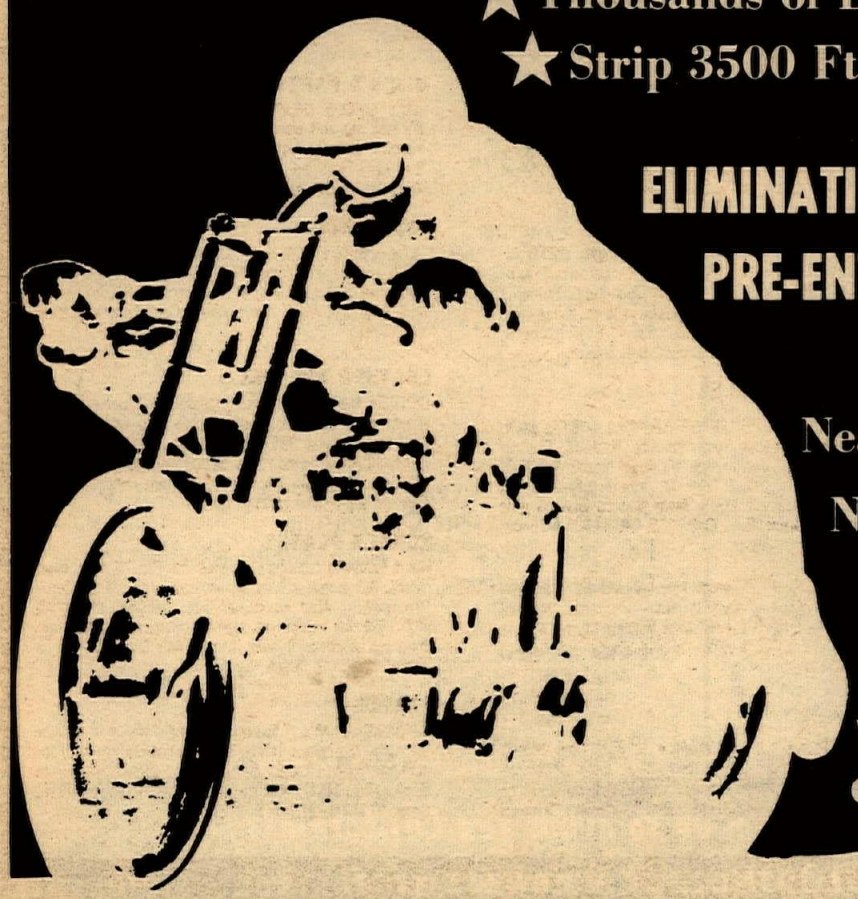

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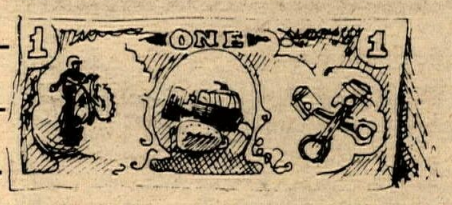

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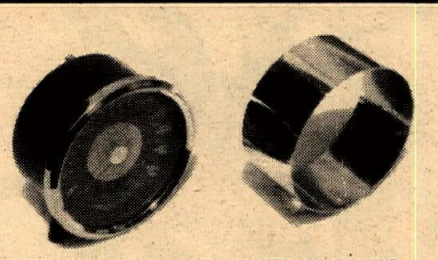

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Best wishes from American-Jawa.